



Australian Model Railway Association

JOURNAL

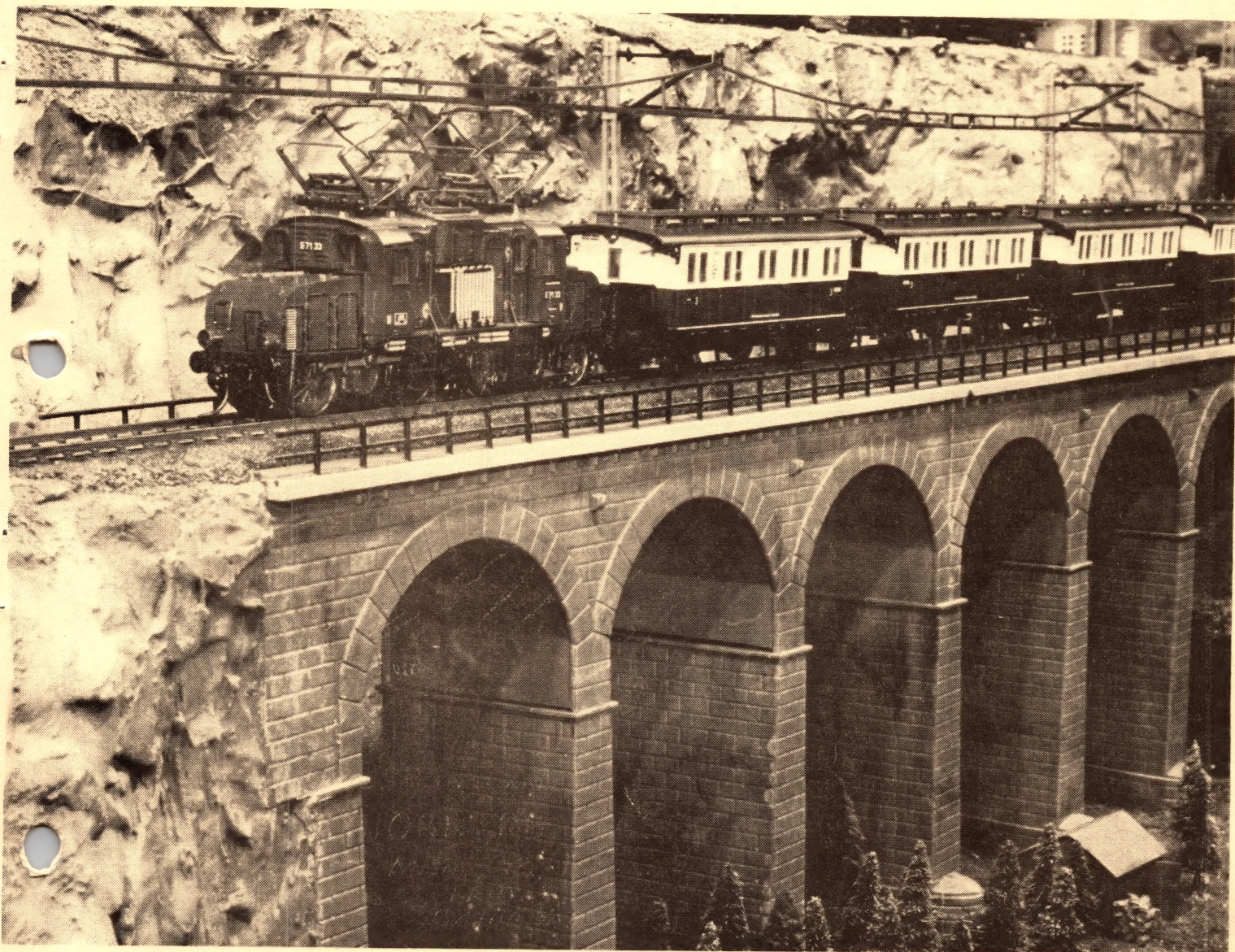
MARCH — APRIL 1987


VOLUME 36

Registered by Australia Post.
Publication No. VBH 1367.


NUMBER 177

AT ISSN 0045-0715



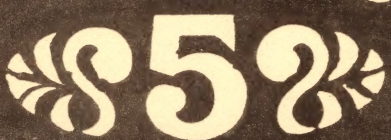
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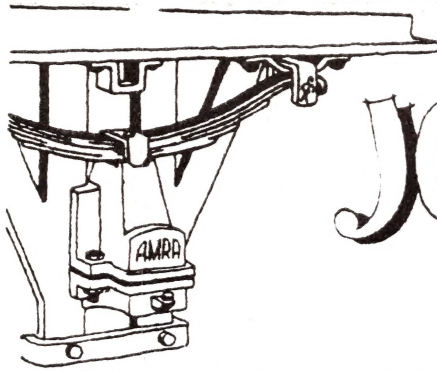
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Editorial JOURNAL BOX

Had a very quick trip to Perth a couple of weeks ago, and I discovered that Perth now has a 'tram'! It is a long time since trams rattled round the streets of Perth. I had just walked out the door of my hotel when I heard the familiar sound of a tram bell. Then I caught a glimpse of it turning the corner, but where were the tracks or the overhead wires? I could not find any! When I returned to the hotel that night I picked up a brochure on the Perth shuttle and decided that I had better try a trip on it. Just before leaving on the Monday, I caught the 'tram' for a ride out to the Casino and back. I discovered that it had been specifically built on a bus chassis. The workmanship was excellent and it even rode like a tram of the vintage depicted.

But what has this to do with the model railways? Well, I believe that trams are street railways, and any sort of railway has a place in model railway magazines. Not only any sort of railway, but everything connected with railways has a place.

That is why we need all sorts of articles, whether it be about culverts or boats to put in that harbour.

Rex Little
Editor

FROM THE MANAGING EDITOR

The last issue was a little late as my recently recruited layout and paste-up man, Chris Berry, had to resign due to pressure of work. I would like to thank Chris for his assistance on two issues.

Another group who particularly deserve thanks is the Victorian Branch members who collate, envelope and prepare Journal for posting. It is a great relief to me to be able to ring Ron Thomas, tell him the printing is finished and to leave it to Ron to gather up the team.

It's Exhibition time again, this time the Victorian Branch. One of the pleasant aspects of exhibitions is the chance to renew acquaintances with country and interstate modellers.

Roger Lloyd

On The Cover

A scene on the Lenzkirch layout; a European layout with an alpine setting. See the article this issue.

Photo by Jack Parker

President's Corner

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Lenzkirsh

Pick-ups Forever

Hints and Tips

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Pop Valve

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Western Australia

Victoria

Queensland

Scale Conversion Chart

Inches to Millimetre Table

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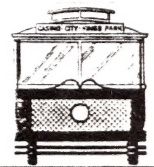
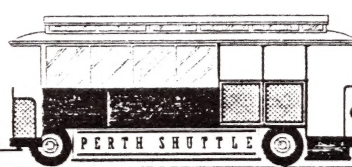
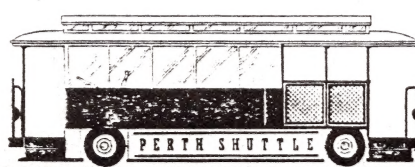
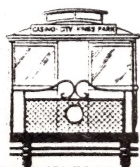
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PRESIDENT'S CORNER

May I take this opportunity to comment on Bob Wardrop's column in the NSW Branch Smoke Signals in Journal 176. I wonder how many read and understood the import of the contents. Hopefully, through letters to Pop Valve, members from all States will make their thoughts known, as I personally feel this is another possible avenue to update the image of AMRA at State and Federal levels. What do YOU think?

After lengthy discussion, the COM has decided to submit Federal Constitution amendments to members for their consideration, rather than submitting drafts to State branches for prior consideration, as they are based on recommendations made by State branches and individual members. I would urge members to complete the enclosed ballot paper and return same to the Returning Officer by the due date.

Regretably, Roger Lloyd has had to hoist the 'distress' flag yet again. Due to unforeseen circumstances, the member who volunteered to assist with the preparation of Journal was forced to withdraw his offer. Hopefully, another Victorian member will be able to find his or her way clear to assist in this important task. It is impossible to place sufficient emphasis on this vast improvement to AMRA finances which has eventuated since Vic Print took over the preparation and printing of Journal.

As reported by the Federal Registrar, our membership is showing steady growth which is very gratifying. At Federal level everything possible is being done to maintain this trend, which, I admit, is somewhat limited, therefore the fostering of new members in reality falls upon the shoulders of State branch members.

I would like to close using a 'slogan' which appeared in Journal 176, quote, "Make Running AMRA Heaven in 87", unquote.

Thanking you.

Keith Wilcox

3801 HITS THE TRACKS AGAIN

Reprinted from Statewide with Acknowledgement to State Rail Authority of NSW

It took three years and \$500 000 to complete, but steam locomotive 3801, once the pride of the NSW Railways, is back on the tracks after its complete restoration.

And what a picture the gleaming green giant made at its recommissioning at Newcastle's State Dockyard on 15 November.

Invited guests came from Sydney on a special train of vintage carriages and joined close to 2000 Novacastrians at the ceremony and following luncheon.

The loco then hauled the special train to Maitland at a cracking pace - delighting not only the many steam buffs on board.

For driver Clem Poetska it was a doubly memorable day; it was his last working shift with the NSW Railways after a career of 43 years' service.

Clem's fireman on the 3801 Special was Dennis Agnew.

Loco 3801 was the first of 30 C38 Pacific class engines; it was one of five built at Granville by Clyde Engineering, and went into service in 1943.

The 25 other locos were built by the NSW Railways at Sydney's Eveleigh Workshops and at Cardiff, Newcastle.

During 3801's restoration, every nut, bolt and washer - an estimated 250 000 separate pieces -

were stripped before reassembly.

The work was done by the Hunter Valley Training Company Pty Ltd - a non-profit company formed to take on and continue the training of apprentices put off work because of economic recession.

Some skills needed for the restoration, such as special rivetting and white-metalling of old bearings, had to be acquired from retired rail workers and State Rail tradespeople who worked on locomotives in the years of steam.

Throughout its career, 3801 regularly headed express trains such as the Melbourne Limited and the Newcastle Flyer - travelling at speeds up to 80 miles (120 km) an hour.

It still holds the Sydney-Newcastle record of 2 hours 1½ minutes.

During its service life of 31 years, 3801 averaged 85 000 miles (almost 130 000 km) a year.

At the peak of its career in 1970, the grand locomotives became the first steam train to travel from Sydney to Perth and back.

That marathon trip of almost 8000 km is planned to be repeated by the loco as part of Australia's Bicentenary celebrations in 1988.

During 1988, 3801 will visit many country towns in a series of regional steam train spectacles - the focal point of State Rail's Bicentennial displays and exhibitions throughout NSW.

The renovated loco will not go into continuous service, but will operate regularly for tours and special hirings and events.

STATISTICS

Length over buffer	23.265 m
Weight in steam and full tender	204 tonnes
Boiler pressure - originally	1715 kPa
now	1505 kPa
Diameter of driving wheels	1.752 m
Tender capacity - coal	14 tonnes
water	36 800 litres
Tractive effort	161 000 N
Maximum speed	128 km/h

LENZKIRCH

The Lenzkirch layout is shown here at the 1986 Sydney Exhibition held at the Liverpool E G Whitlam Centre. Lenzkirch is one of those attractive European layouts, full of colour and movement, enjoyed by modellers and the public alike. There are many small vignettes on this layout which reward careful observation.

The buildings have interior lights, the ferris wheel is lit up and working, factory chimneys emit smoke, the town band plays and much, much more. And, of course, the trains run without any apparent operating problems.

The notes which follow were prepared by Peter McDonald, and were on display at the Exhibition for the information of the public.

This layout is owned by Peter McDonald and operated by Peter McDonald, with the assistance of Clenton Griffis, Mike Miller and Jack Grant. The layout is made up of three 7' x 5' steel framed modules which are transported on a 7' x 5' box trailer.

BUILDINGS AND FIGURES

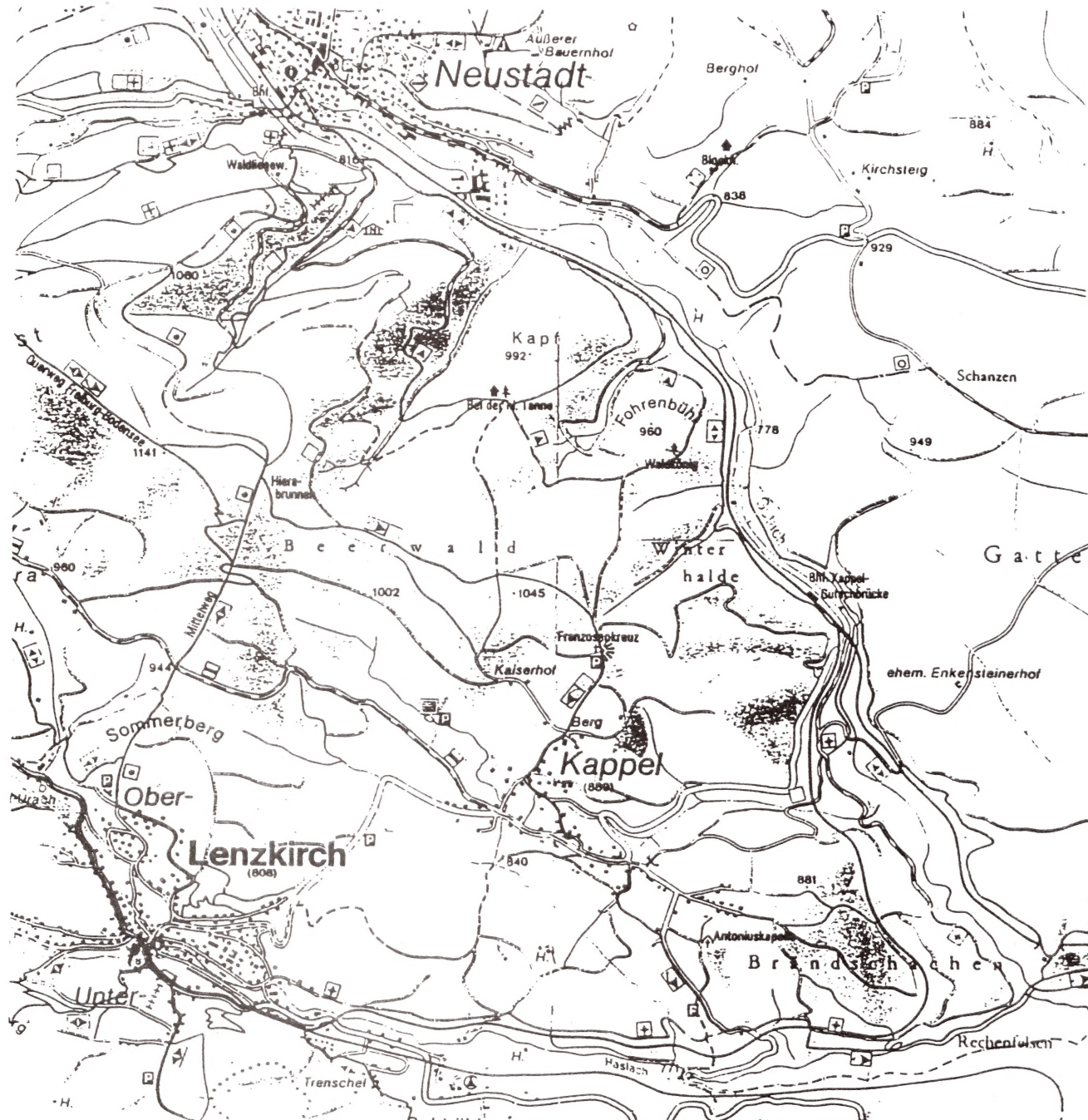
The buildings are mainly Faller, Vollmer and Kibri. All operating buildings are Faller with the ferris wheel and the factory being limited edition models. The majority of figures are Prieser which my wife painstakingly painted. The balance are Merten.

TRACK, POINTS AND UNDERLAY

Track is Roco, points are Peco and the underlay is Peco foam. The reason for the use of Peco foam is to allow the track to expand and contract with the extremes of temperature experienced while transporting the layout.

SCENERY

The scenery is of hard shell construction, made up of old tea towels layed over a birdwire frame and then pre-coloured gyprock cement being applied in a thin layer. The plaster is then painted and woodland scenics applied. The pine trees are Heki and the remainder are twigs covered with woodland scenics foliage.

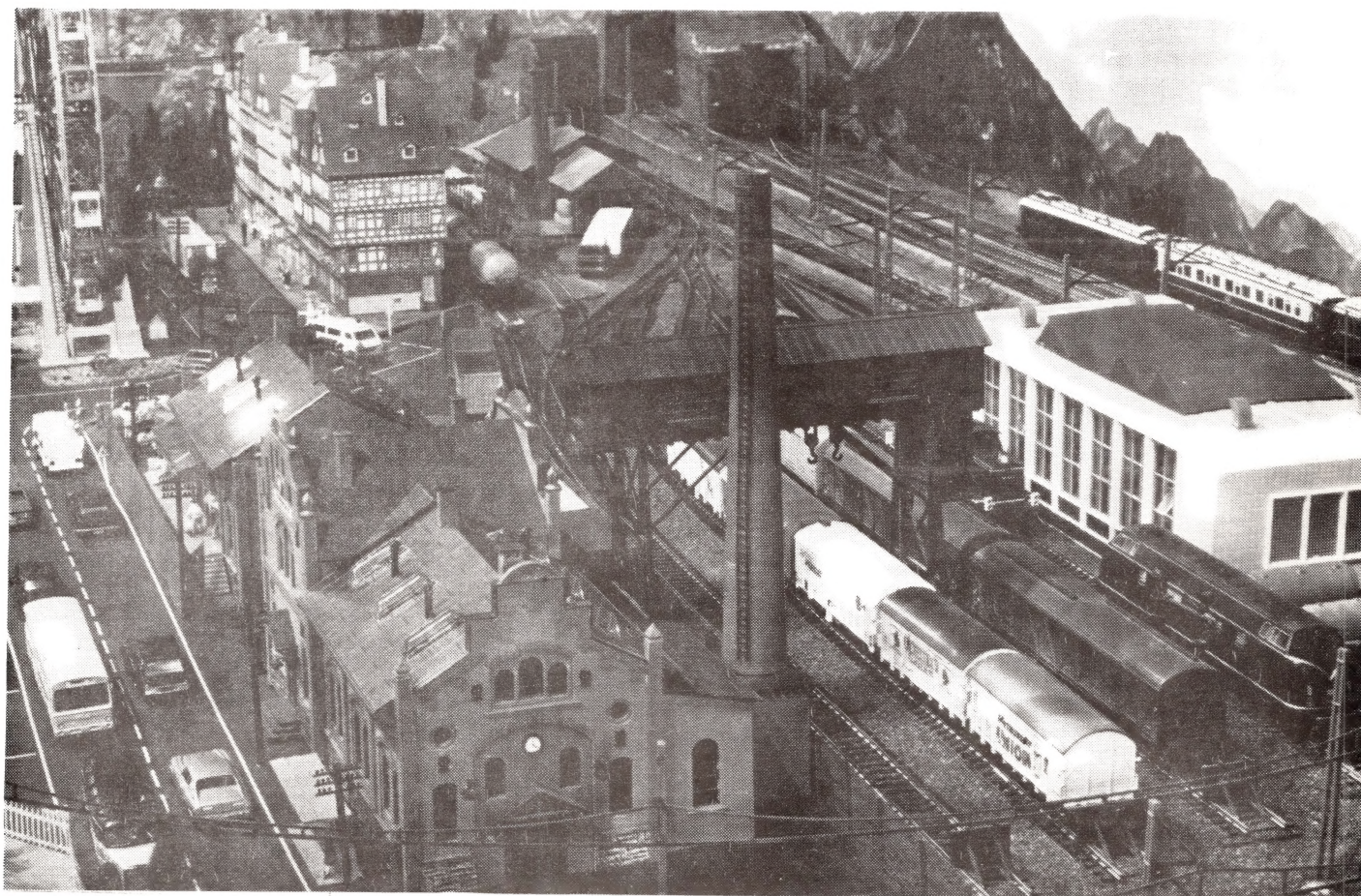


Locomotives and rolling stock are mainly German with the occasional Swiss and Austrian visitor. All are set in the era from 1945 to 1980.

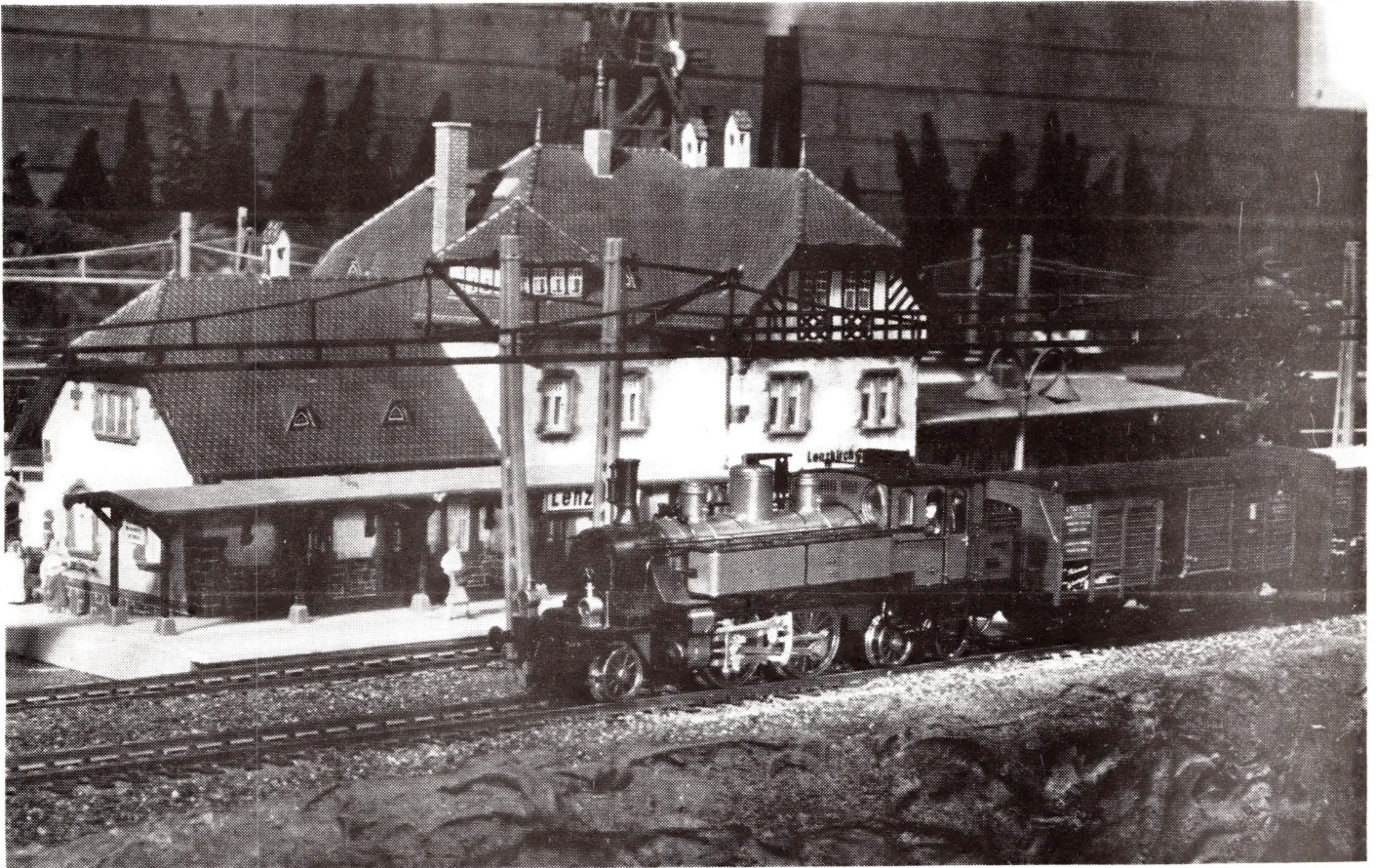
Also, as the restoration of pre-1945 locomotives and rolling stock is extremely widespread throughout Germany, Austria and Switzerland, it is not uncommon to see many of these trains running as 'enthusiasts specials' throughout all parts of Europe.



The church clock says it's a twenty-to-eleven on this sunny morning. Workmen are busy repairing the telephone wires and people stroll the footpath. The ferris wheel is seen here in all its glory.



It's four o'clock and the busy street gives an impression of traffic building up to the evening peak. This photo provides a view of the railway yards. Can you find the clock in this picture?



An interesting 2-4-4 locomotive pauses with a goods train at Lenzkirch Station. Note the smoking chimney in the background.



A goods train rumbles past the town square as the townsfolk go about their business. The stall holders sell their wares and the band plays on.

PICK UPS FOR EVER

by B Manistre (ONT)

Reprinted from BRMNA Journal - September 1985

I suspect that most modellers who build locomotives from kits have their own favourite method of picking up the current needed to drive their electric motors. Nevertheless, as Guy Williams says in his book, 'Model Locomotive Construction', page 82, "The art of collector fitting is not generally understood".

What you find works well for you is thus the way to go. But I have found that recalcitrant pieces of wire do not want to stay on the backs of driving wheels, and persist in oxidizing madly if the locomotive is not used for a day or two.

For some time, I have used the technique of collecting current through non-insulating driving wheels on one side of the engine, and returning through non-insulated tender wheels on the opposite side. This is a good system, but you do have to insulate the engine from the tender at the draw-bar, and watch the couplings and buffers if you have metal rolling stock.

A more elegant form of current collection was described by Tony Miles and David Goodwin in the Railway Modeller for January 1982 (page 8). This involved collection and return through the tender wheels only, using split axles running in inner frames, insulated from the tender body, and with a simple form of springing, to ensure good independent contact of the wheels on both sides.

There are some real advantages to this technique, such as:

1 There are no wires or strips bearing on the backs of wheels to oxidise, wear out, or catch in things. Once fitted, you have 'pick-ups for ever'.

2 No part of the engine or tender bodies needs to be electrically charged. You may therefore consider close coupling of the engine and tender. Unwanted shorts from this source are eliminated.

3 The main frames of the engine are uncluttered, and the addition of brake gear, or extra weight is facilitated.

The disadvantage of the technique is that you do have to make those inner frames and those split axles for the tender. For the average modeller (that's the guy who doesn't possess a lathe, like me!), the prospect of cutting and rejoining the axles, and still have the wheels run true, is a hazardous undertaking. However, I have recently been experimenting, and find that it is not difficult if you can meet two critical conditions. These are:

1 You need a jig, to hold the wheels at the correct back to back spacing, with the wheel faces parallel. Fortunately, it is now possible to buy back to back wheel gauges commercially (see, for example, an advertisement in the Railway Modeller for November 1984, page 27a), or one can be made from 1/16" brass strip. Figure 1 shows what is required.

2 You need access to a reasonably good vertical drill press.

As an example, in order to modify an existing tender with Jackson type wheels, you need the following materials:

- A length of 1/8" diameter silver steel or 'drill' rod. (Sold in 3' lengths at large hardware stores);
- a length of plastic tube with 1/8" internal diameter (available in the Plastruct range at hobby shops);

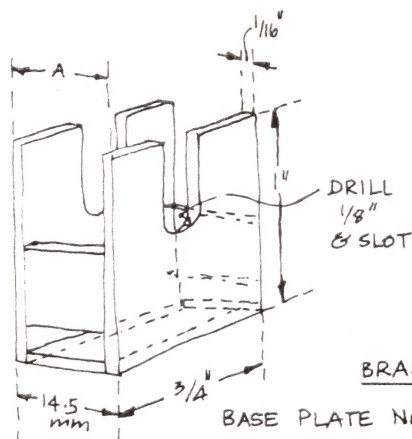


FIG. 1

BRASS JIG
BASE PLATE NOT ESSENTIAL
DIMENSION 'A' IS BACK TO BACK
WHEEL SPACING

- a length of brass strip 1/2" wide and 1/16" thick;
- a piece of copper clad paxolin or printed circuit board; and
- Nos 30 and 31 drills.

The blow by blow procedure for making the split axles and frames requires the following steps:

Step 1 - remove the existing wheels and axles from the tender. If you have cast white-metal frames, you may have to cut the axles.

Step 2 - tap out the axles from the wheels, with a light hammer and nail punch, and also the plastic insulating bushes. You now have a set of wheels with holes in the middle which are too large for the old axles, and too small for anything else you have handy.

Step 3 - drill all the wheel centres out with a No 31 drill. The reasons for the No 31 drill is because it is one size smaller than a No 30 (which is 1/8"). If you can't find a No 31 drill in your community, you will have to use a No 30, but this may result in a rather sloppy fit when you fit a 1/8" axle later. The drill must be at right angles to the plane of the wheel face, which is why the drill press is really essential. See Figure 2.



FIG. 2

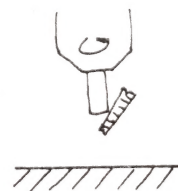


FIG. 3

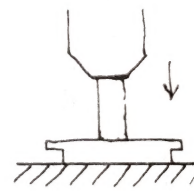


FIG. 4

Step 4 - cut new axles from the 1/8" drill rod, each 19 mm long. Create a slight taper on each end of each axle by mounting them in the drill press and holding a fine cut file lightly against the end of the axle while it is spinning. See Figure 3. Only a light touch is needed. If you used a 1/8" drill in step 3, do not perform step 4.

Step 5 - with an axle mounted in the drill chuck, lower it into the back of a wheel, so that the wheel adheres to the axle, but don't try to force it all the way home. The objective is to start the axle at right angles to the plane of the wheel. See Figure 4. If the axle fit is sloppy, you may have to use a small amount of cement, but remember you want electrical contact between the axle and the wheel.

Step 6 - remove the work from the drill chuck, place on a flat surface, and gently tap the second wheel set into the other end of the axle. Place the wheel set in the jig, held in a vice, and, using a C clamp, force the wheels into their final position on the axle. See Figure 5. Repeat for all the wheel sets required, and check that they run true, by rolling them on a flat surface.

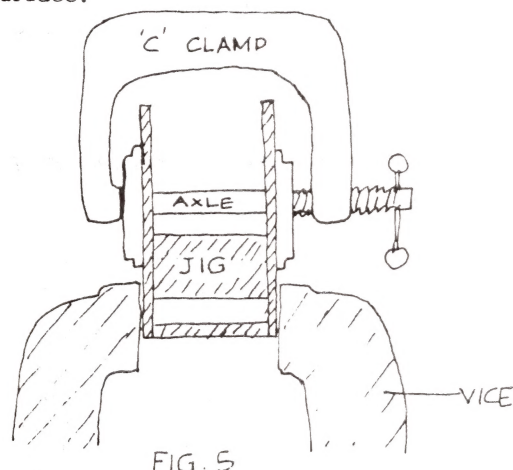


FIG. 5

Step 7 - at this step, and not before this step, cut each axle in half. A hacksaw will do.

Step 8 - cut a piece of the plastic tube about 8 mm long for each wheel set. The length of the tube determines how much side play the wheels will have in the new frames. Butter the cut ends of the axles with epoxy cement, and insert in the plastic tube, in the jig, as in Figure 6. Allow each one 24 hours to set. Remove from the jig, clean off any excess cement from the exposed parts of the axles. Check again that the wheels run true and do not wobble.

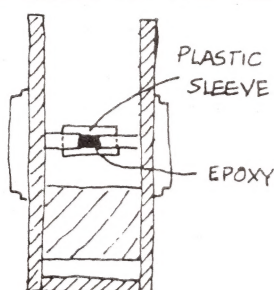


FIG. 6

Step 9 - while the epoxy is setting, you can begin work on the frames. First, cut a strip of copper clad paxolin $\frac{1}{2}$ " wide and about 1 cm longer than the tender wheel base. Decide if you are going to cement it or screw it to the underside of the tender floor. If your tender doesn't have a floor (mine didn't), you may have to make one from styrene sheet.

Step 10 - draw a line lengthways down the middle of the strip and remove the copper coating along the line so that the two halves are electrically separated. See Figure 7.

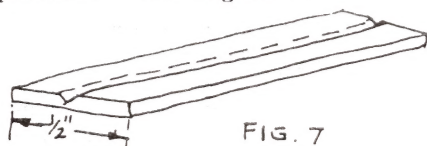


FIG. 7

Step 11 - cut two pieces of brass strip the same length as the paxolin strip.

Step 12 - with the tender upside down, and the paxolin strip temporarily in place, but not fixed down, measure the distance between the copper surface and the centre of any of the old axle holes. Scribe a line along the length of the brass strip this distance from one side.

The use of layout dye on the brass makes the line easy to see.

Step 13 - starting about 5 mm from one end, scribe cross lines according to the spacing of your tender axles. See Figure 8.

Step 14 - centre pop the axle locations and drill progressively to $\frac{1}{8}$ " size holes. Clamping or soldering the two pieces of brass together so that both frames are drilled at once. Slot the holes to the nearest side, and check that a piece of $\frac{1}{8}$ " rod can enter and rotate freely. If necessary, ease with a small round file. See Figure 9.

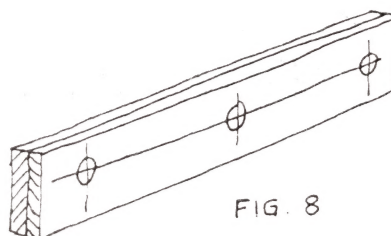


FIG. 8

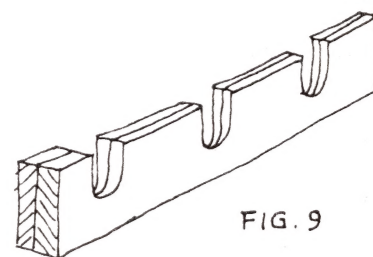


FIG. 9

Step 15 - offer up the frames to their position on the tender, resting them on the copper foil, and check that the axle holes are in the right positions. Note any portion of the frames which shows through the outer frames and file away any parts you don't want to be visible from the outside. See Figure 10. Separate the two brass strips and clean up.

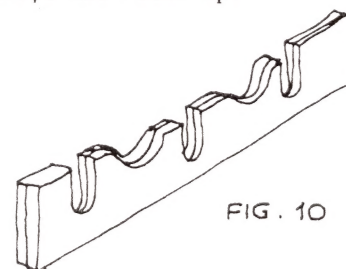


FIG. 10

Step 16 - clean and tin with solder and copper surface of the paxolin and the bottom edges of the two frames.

Step 17 - solder one frame vertically to the edge of the paxolin strip. A wooden jig helps to keep the frame vertical. See Figure 11.

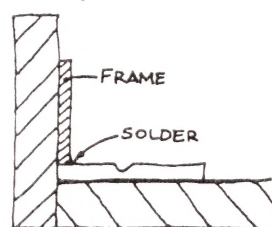


FIG. 11

Step 18 - locate the other frame by placing two long pieces of $\frac{1}{8}$ " drill rod in the outside slots (you had plenty left over), and adjusting them perpendicular to the frames. Solder the second frame in place. See Figure 12.

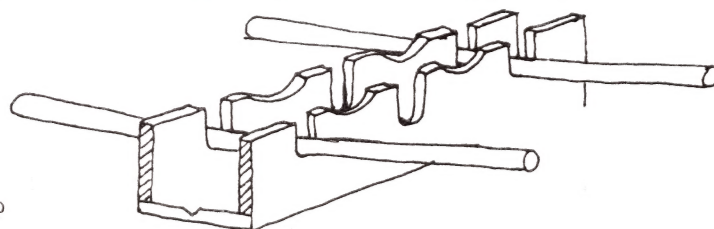


FIG. 12

Step 19 - now is the time to get sophisticated about springing, if you want to. Pieces of spring wire are soldered at one end to the paxolin base adjacent to the frames, and bent

up to partially cover the axle holes as in Figure 13. When the axles are in place, the wires bear on them, thus improving the wheel/rail contact.

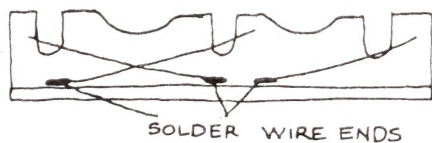


FIG. 13 SOLDER WIRE ENDS TO BRASS

Step 20 - insert the wheel sets and add keeper plates to prevent them from falling out. These can be made from scrap strip 1/16" wide.

Since they do not carry any weight, they can be fixed with contact cement, which is easier than soldering.

Step 21 - fix the new frames and wheel sets to the underside of the tender floor, lining up the new axles with the outside frame axle boxes.

Step 22 - with both the engine and tender upside down, adjust the leads from the motor to pass each side of the drawbar, and solder one to each side of the copper foil at any convenient point. That's all folks!

This seems to have developed into a lengthy process when trying to write down. But you did say model railroading is fun, didn't you?

#####

HINTS AND TIPS

by Bert Holland (ONT)

Reprinted from BRMNA Journal - October 1985

Railway modellers are notorious modifiers, adapters and reusers of other people's junk. Sometimes, we even manage to reinvent the wheel, but I hope that the following solutions to some of the odd problems which beset us do not fall into this latter category.

PAINTING BALLAST

Rather than use the extremely tedious method of painting ballast in situ, paint it beforehand. Use budgie grit as the basic material (I use the Hagen Brand). It is far cheaper than pre-coloured granite chippings, and virtually identical from the real thing. It can be painted by placing the desired quantity in a jam jar (no more than 1/3 full) and then adding a large quantity of turpentine-thinned paint of the desired colour, such as Earth, Track colour, or the desired mixture thereof. The thinning should be about a 30 to 1 mixture, and enough should be added to soak all the grit. Close the jam jar, shake the contents until the mixture is homogeneous, and then spread it out on a tray to dry. Try a small batch first, as the colour when dry will not always be the same as the colour when wet. When the ballast is completely dry, crumble it to remove any caking, and then apply to the track in the usual way (as detailed ad nauseum in Railway Modeller's featured layout every month).

HORSE WHIPS

To add a touch of realism to that horse drawn delivery van, add a horse whip, either in the driver's hand or located vertically along side the foot board. The ideal material for this is a cat's whisker. No need for animal lovers to get upset, cats shed their whiskers at the rate of one about every six weeks, so if you have a cat, just keep watching the carpets. If not, plead your case to a friend who has. If he or she already knows that you are a railway modeller, no further explanation should be necessary! Black whiskers are ideal as they do not require painting. A cat's whisker is exactly the right size, strength and shape for the job. They curve naturally towards the thin end, and thus need no forming to represent a drooping whip.

MIXING PAINT

Having recently embarked on the task of painting a large number of white metal and brass kits, I have been reading everything that I could find in the modelling press on this subject. Although the expertssometimes differ on their advice regarding technique, they are consistent on two points.

Paint must be thoroughly mixed, and should ideally be above room temperature (at about body heat). These two states can be achieved very easily, and with no visible effort. Simply put the tin(s) of paint which you intend to use in your pocket and leave them there for an hour or so. Of course this will not work if you intend to sit with your feet up reading the Journal, but normal activity over that period achieves perfect mixing, even for a tin which has stood undisturbed for months, and heats the paint at the same time. Be sure the lids are on tightly before trying this!

SMOKEBOX DOOR AND BUILDER'S PLATES

This idea came to me after reading John Meakin's article on the building of a model of L&YR A class 0-6-0 50289 in the August 1982 issue of Railway Modeller. He commissioned Kings Cross to etch a smoke box door number plate for this model, which they did using standard 8R numbering format. Unfortunately, he did not have access to a photograph of the engine which showed the plate in question, for the BR smokebox door number plate carried by this engine was cast using the LMS style numbers, which differed considerably in shape from those normally used by BR. This I know because I purchased the plate in question from Horwich works in 1962 (for the sum of 6/- postage included!). The point of this rigmarole is this: for an accurate representation of a plate (number, works, or shed), what could be better than a scaled-down photograph of the real thing? This is quite easy to produce if you have access to the plate and a darkroom. Simply take a black and white photograph of the plate against a black background from a distance of about 20', then print the negative to give a scale-sized positive print of the plate, which can be cut out and glued onto the model.

TURNTABLES

I am in the process of building a turntable from a pizza dish, a plastic bucket, a discarded clock mechanism, and several bits from a scrapped typewriter, but that is another story!

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RAILWAY QUIZ

Reprinted from Statewide with Acknowledgement to
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- 1 Where and when was automatic signalling first introduced in NSW?
- 2 Where and when was the first NSW rail tunnel driven?
- 3 Where is the oldest rail tunnel still in use and when was it driven?
- 4 When did third class travel end in Sydney, and for how long did it operate?
- 5 When did electric trains start running to Lithgow?
- 6 When did the line to Maitland open for public traffic?
- 7 What is an Aladdin lubricator?
- 8 When did electric trains on the Illawarra line first run to Sydney station?

NO RETURN TICKETS

by Richard Tomkins (UK)

Reprinted from BRMNA Journal - June 1986

One of the more bizarre share issues of the year has all the makings of an offer you can refuse.

The company involved is asking subscribers to buy shares on which there is unlikely ever to be a dividend and in the absence of an established market, little prospect of selling them at a profit. The only apparent attraction is the perk offered of free travel between two out-of-the-way spots in West Sussex.

However, there is just a little more to the offer. The shares' greatest attraction lie in their sentimental value, for they give holders a stake in the Bluebell Railway - famed for being the first preserved passenger railway in Britain to run steam-hauled trains on a standard gauge line.

The Bluebell Railway Preservation Society was formed in 1959 to preserve all or part of the Lewes to East Grinstead line shut by British Railways the year before. Since 1960, it has operated a year-round service of steam-hauled trains on a five-mile stretch of track between Sheffield Park and Horsted Keynes.

It now has ambitious plans to reopen the 5½ mile section between Horsted Keynes and East Grinstead, where it would then meet up with the British Rail line. This would be an important step towards improving accessibility because at present the Bluebell Railway can be reached only by road.

The Bluebell Railway has gradually built up its rolling stock and fleet of 30 locomotives using cash from rising revenues. However, it now needs to raise money to fund the first stages of its expansion and to meet the cost of building facilities for visitors at Sheffield Park.

A company called Bluebell Railway has therefore been formed and the public is being invited to buy up to one million shares in it at £1 share. These shares will not be quoted at the stock exchange or on any other market.

The perks attached to the shares will vary according to the number bought. For holders of 100 shares, for example, there will be two free return tickets a year. For holders of 5000, there will be free lifetime travel on the line

for the holder and three guests, four free tickets to wine and dine evenings, a commemorative medallion and a brass benefactor plate in the holder's name in the booking hall at Sheffield Park.

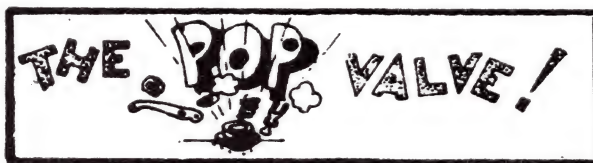
Obviously these shares are strictly for steam buffs and all shareholders will receive an ornate engraved share certificate.

However, the absence of any prospects of a dividend does not seem to have been a particularly strong deterrent to potential purchasers of similar issues.

The Severn Valley Railway in Shropshire, for example, launched a £300,000 share issue to finance its own line extension in November 1983. Having later extended the offer, it has now sold shares worth £468,000 - although it should be noted that SVR's shares are traded under the stock exchange's rule 535 (2).

One final caveat on the Bluebell issue is that the accountants' report contains a qualification common in the case of very small businesses, saying that the auditors have had to take the directors' word for some transactions where alternative confirmation has not been available.

Prospectuses are available from Bluebell Railway, Sheffield Park Station, Nr Uckfield Sussex TN22 3QL.



Editor

AMRA Journal

Dear Rex

As a follow-up to Roger Lloyd's article on constructing trestle bridges in the January/February Journal, may I mention that I have in the past constructed two models of this type of bridge, partly on the basis of personal observation, partly on an article by Noel Nash in the August 1959 Journal (No 33) entitled 'Timber Bridges of the QGR'.

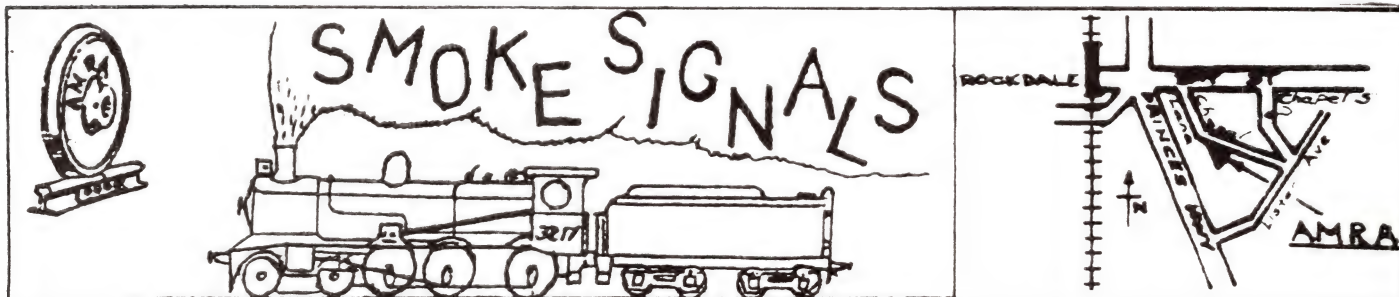
As round timber is almost invariably used on such bridges in this State, I also used 'round timber'. For the first, built to O scale, I used 3/8" dowelling for the piers. I forget what the braces were made of. On the second, in OO scale, I used butcher's wooden skewers. The braces were made from ice cream sticks, split down the middle, and the whole was stuck together with Aquadhere. The purist might question the scale of my braces, but the result seems convincing.

Yours

Jack Makin
Queensland

RAILWAY QUIZ RESULTS

- 1 Between Redfern tunnel and Sydenham in 1913.
- 2 At Picton in 1866.
- 3 The Liverpool Range tunnel, opened in 1877.
- 4 From September 1855 to June 1863.
- 5 9 June 1957.
- 6 30 March 1857.
- 7 A device for lubricating the running face of the rail line head to reduce excessive wear.
- 8 October 1926.

STATE**NEWS**FROM THE PRESIDENT

The Branch Annual General Meeting was held on Saturday 7 February 1987. Unfortunately the mailing of Journal 176 was held up in the post and my paragraph regarding that meeting did not arrive until the meeting was past.

The meeting was attended by 36 members, and the most questions asked were about the progress of the new HO layout.

I thank the members for the confidence they have shown in me by re-electing me President. I welcome Glenn Watson and Bert Hetherington to the Committee of Management for the first time.

Elsewhere in this issue of Smoke Signals you will find the President's Annual Report for 1986, the Treasurer's Financial Report as adopted by the AGM and the names and telephone numbers of the elected office bearers for 1987.

Wishing you happy modelling.

Bob Wardrop
President

PRESIDENT'S ANNUAL REPORT

Throughout 1986, your elected Committee of Management met regularly and has sought to maintain and improve the Clubrooms and to provide a satisfying and interesting program. The program has included film from the National Film Library, Video nights, slide nights and other types of evenings. Draw bar pull competitions have been held with variations in form to provide more interest.

NMRA Slide and Tape Clinics were held every second month, and while the material content and sound quality was very variable, some very interesting and informative clinics were screened.

AMRA NSW Branch's 30th Anniversary was celebrated with a Dinner at the Clubrooms. The guest speaker was Mr Chris Harding, Secretary of 3801 Ltd, and Branch foundation members present were David Ellis and Norm Read. Chris Harding presented to NSW Branch a print of 'Pride of the Main Line' which has since been framed and hung in the Clubrooms.

Combined SCMRA, Sydney N Gauge and AMRA Clinics have continued to be held. Topics have been -

- . Some aspects of Painting, hosted by AMRA in February 1986
- . Points and Trackwork, hosted by SCMRA in July 1986
- . Signalling, hosted by AMRA in November 1986

It is hoped that these clinics will continue to provide a means of supplying information and assistance to members and of co-operation between the Clubs.

The Branch Auction has been held quarterly, and continues to provide a means for redistribution of equipment among the members - not all of it necessarily associated with model railways - and boosting Branch funds. The conduct of the auction has been greatly improved by the use of a computer. Keith Cooper is responsible for the program which is run on Dave Bennett's computer, with assistance from Glenn Killham. Thank you very much gentlemen. Your assistance is very much appreciated.

During the year the appearance of the main hall has been improved by the mounting of the AMRA emblem and several railway prints. Thank you Neil Sorensen for the emblem and Bert Hetherington for framing and mounting the railway prints.

To dissipate the hot air from the main hall, a ventilation system has been installed by the Wednesday afternoon work group, assisted by Stan Foran who has provided the expertise and the materials at cost. This system is now almost complete, needing only a vent to be installed in the end wall. Thank you very much for your assistance, Stan.

A most enjoyable visit to John Green's live steam railway at Yarramundi was held on Sunday 15 June. Once again, thank you John for your hospitality.

Another highlight of the year was a presentation by Ray Love of a Slide Night on Branch Lines of NSW Railways, Part 2, which dealt with the Southern lines of the State. This evening was well presented and much enjoyed by all present. Thank you, Ray, for a very interesting evening.

The NSW Branch Exhibition was again a resounding success, and, at the same time, was a sad occasion for it was the last to be organised by Graham and June Larmour, who have been organising the exhibitions for over 20 years. To mark the occasion, June was presented with a cut crystal vase and Graham with an open order on Punchbowl Hobbies as a token of appreciation. Once again, thank you Graham and June. A word of thanks also to those members and their ladies who worked so hard over the four days of the Exhibition.

Construction of the N gauge layout is proceeding as approved, and the HO layout has progressed as far as stage three as outlined in July/August 1986 Smoke Signals. Some baseboard construction has also taken place along the northern wall of the extension and it is hoped that, following the great deal of discussion and consultation that has taken place, the layout will now be finalised and construction resumed.

Your Committee of Management has resolved to extend the landing outside the back door and to install thereon a sink where brushes, plaster pots, etc, may be cleaned. This facility is

felt to be highly desirable so that paint, plaster, etc, may be kept out of the kitchen during layout construction. A roof will also be constructed over the landing.

Finally, once more a word of thanks to the ladies who turn up so regularly to assist with catering - your presence and your efforts really are appreciated. Successful Christmas dinners like that held on Saturday 20 December don't just happen without effort on someone's part.

Bob Wardrop
President

WE WANT YOU (OR YOURS)

As you can see from the list of elected office bearers, the sub-editorship of Smoke Signals has changed hands. In succeeding Philip Morgan we thank him for his contributions to Journal and Smoke Signals for the past two years or so. His inimitable style will be conspicuous by its absence.

Hopefully this year will see more instructive articles than in the past - information on the prototype, construction techniques, technical information, etc, so necessary to satisfying modelling. Communication is what it's all about - individuals helping others with similar interests. In Journal we have an excellent medium for this. No matter how minor your article or helpful piece of knowledge, we are interested in YOUR contribution. Phone me NOW on 524 2048 while this special offer still lasts. But hurry!

PROGRAM

MARCH

21	Sat	Layout operation
27	Fri	Video night
		1 A lineside look at model railways
		2 How to build a model railway

APRIL

4	Sat	Modelling Competition
10	Fri	Layout operation
18	Sat	Easter Saturday - NO meeting
24	Fri	Video Night - Members' tapes

MAY

2	Sat	Layout operation
8	Fri	Layout operation
16	Sat	Auction
23	Fri	Video night
		1 Building model railroad scenery with the experts
		2 Weathering railroad models
31	Sun	Visit to Model Park at Luddenham

Meetings at Clubrooms, Chapel Lane, Rockdale, are held on 1st and 3rd Saturdays and 2nd and 4th Fridays. Meetings, unless otherwise specified, are as follows:

Fridays 7.30 to 11 pm
Saturdays 2 to 5.30 pm

NOTE: AMRA (NSW) Clubrooms telephone number is - 59 1899

HO LAYOUT REPORT

The Committee has had several meetings concerning proposals regarding construction of our new proposed HO layout. The Committee has narrowed the choice down to two basic plans submitted in Journal recently, also the suggestions and

modifications proposed at the open meeting held on Saturday 20 December 1986.

It should be noted that it is the desire of the Committee that the layout finally selected gives us the best possible use of the space allotted to us. It is our desire to ensure that this layout provides the maximum versatility for both prototype and continuous running. Baseboards and track will be constructed to the highest standards available, and the electrical operations will be reliable and as simple as possible for the average operator.

While this report is short, it is hoped that within the next couple of weeks, a final decision will be made on which plan is to be used as a base, and on the suggestions used. I will then be able to report more fully in the next Journal.

Neil Sorensen

O GAUGE NEWS

Over the last few months, the work days have been more of social gatherings, but a few things have happened. A cleaning up campaign is underway under the layout, and things forgotten are coming to light and a lot more is finding its way to the tip.

Numerous power units have been tested, and the bugs ironed out or else returned to workshops for further modifications; that is wheeled power units.

Additional scenery is slowly appearing. A well stocked farm is under way; the problem here is getting scale animals. There are a few up in the hills big enough to derail a loco and come out the winner.

Heard Frank talking about making moulds and casting some using a few which are scale in size.

In the scenery side as well, there have been a couple of additions which sort out who are observant onlookers.

When the weather is cooler, I will get back underneath and continue hooking up bunches of wires on the Branch line so it will be fully operational. At least it is possible to run up and down to the mainline at Trainsville; the long grade will sort the sheep from the goats, but yard layout will itself limit the length of a train.

Norm Read

N SCALE REPORT

Over the Christmas break, construction has been suspended (holding no meetings tends to produce this effect). Tracklaying is still in progress, and it will be the major task in the construction of the layout up to the second pylon (see page 81, Journal 172). Curving the thin ply backdrop around a secure framework will allow work on scenery to begin. Scenery is minimal in this section. If anyone is interested in scratchbuilding N scale pointwork, come along on Wednesday nights and learn with us. Let us know you're coming so we can organise something.

Glenn Watson

INTERCLUB CLINIC

The clinic organised by Sydney N Gauge took place in the AMRA Clubrooms on Saturday 14 February. This resulted in some controllers being partially built that day.

VIDEO CLINICS

This year we will be showing a series of eight video modelling clinics made available through SCRMA.

The first two, to be screened on Friday 27 March, are professionally produced tapes from England with excellent photography featuring top class layouts.

The remaining tapes are produced by the American Kalmbach organisation, and are also first class productions.

VISIT TO MODEL PARK AT LUDDENHAM

On Sunday 31 May, a visit has been planned to the Model Park owned by the Sydney Society of Model Engineers. This is located on Luddenham Road, half a kilometre from Elizabeth Drive. Admission is \$2 per vehicle. This is bound to be a very good opportunity for a family outing, there being lots to see and do!

AMRA (NSW BRANCH) CLUB COATS

Orders are now being taken for the next batch of Club coats as worn by some members at exhibitions and other functions.

The coats are short sleeved with zip front, made of brown material and with the AMRA logo in gold and silver on the right hand breast pocket. The member's name is embroidered in gold script above the pocket. The coat is approximately \$40 (coat \$24, embroidery \$16).

Members desiring to obtain coats should contact Bob Wardrop.

SALES CUPBOARD

We are offering the following items for sale at the Clubrooms:

Pack of six needle files	\$7.00
Pack of 12 needle files	\$11.00
T type tap wrench 1/16" - 3/16"	\$6.00
Low temperature solder -	
. resin cored, larger quantity	\$1.50
. resin cored, smaller quantity	\$1.00
. solid (no flux)	\$1.00

In addition, we are interested in comments from members on items being considered for future stock. These are as follows:

1 Solvent acetone for cleaning epoxy kits. This would be purchased on the basis of members' requirements, i.e. tell us how much you need and we will buy it in bulk. You provide your own containers and take delivery when we get it.

2 Brass sheeting and H-beams for scratchbuilding locos in O scale.

We can only offer these items for sale if there is sufficient interest from members. So let any of the Committee know of your requirements.
Philip Morgan

WORK DAY

Saturday 31 January saw a long and thorough clean sweep of the annexe in preparation for work on the HO layout in coming months. It was originally thought that this day would be used to WORK on the layout itself, but this has been slowed up by the processes of putting the plans to member-ship.

LAYOUT MEETING

Appeals were made in the November/December issue of Smoke Signals for scale plans of modifications to the proposed HO layout. The meeting on Saturday 20 December was attended by several members, but only one had a scale plan. Despite the Committee's decision that only suggestions with a scale plan be considered, there were still more than enough verbal contributions, and these were noted.

By the time you read this, these new concepts will have been evaluated by the Committee. Something resembling Plan A or Plan B, or something else, will have been formulated. This will allow work to finally commence on the five year old project.

MODELLING COMPETITION

The competition held on Saturday 17 January was the first in many months. Nine entries from five members helped make it a success compared to past competitions. Ross Stell contributed a Z20 class kit built loco, U105 class (ready-to-run-bashed?), and FA coach. John McClure from Victoria tossed in some finely detailed rolling stock, and Brett Watson, Roy Howarth and Lindsay Bell showed off their efforts.

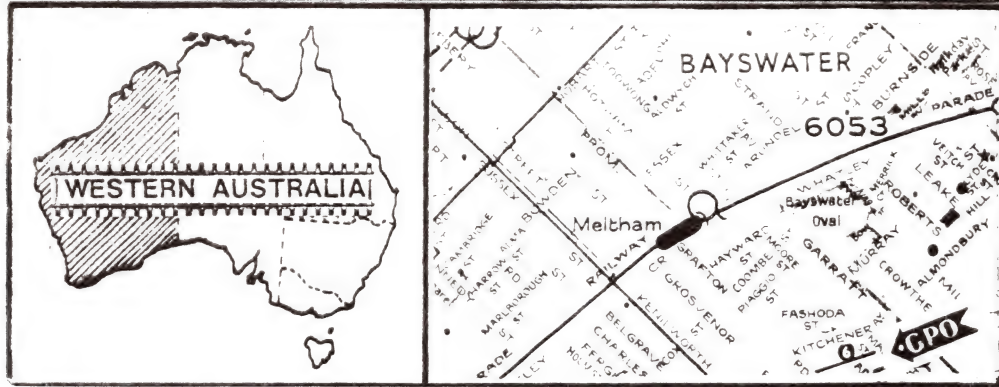
Unfortunately everyone else assumed that someone else was running the judging until about halfway through the meeting. In a flurry, judges were created from Keith Aldous, Philip Morgan and Glenn Watson. Makeshift entry forms were handwritten. After some time, the carefully TACTFUL and CONSTRUCTIVE critiques, points were given. Eric Laurie's radio controlled boat was disqualified on account of it not being exactly a lineside structure, but everyone was appreciative of his modelling efforts.

The results of this competition will be tallied with others during this year to allow an award for Modeller and Junior Modeller of the Year. The enthusiasm shown by both participants and onlookers at the competition confirms the important role that modelling competitions play in inspiring and educating members at AMRA.

ANNUAL GENERAL MEETING : OFFICE BEARERS

The NSW Branch AGM on Saturday 7 February was, for a change, very short - no 'business arising' and virtually no 'general business'. The newly elected office bearers are as follows:

President	Bob Wardrop	524 5376
Vice President	Neil Sorensen	525 4996
Secretary	Ed Hogan	523 4085
Treasurer	John Skilton	528 9316
Exhibition Manager	John Skilton	528 9316
Committeemen	Glenn Watson	524 2048
	Bert Hetherington	528 8138
	Fred Green	524 8822
Branch Reporter	Glenn Watson	524 2048
Auctioneer	Phil Kelly	705 5317
Librarian	Darren Baker	588 4846
Roster Clerk	Glenn Killham	525 2802
Sales Officer	Philip Morgan	533 4045



LAND GRANT

Negotiations with the City of Bayswater over the past three months have resulted in approval for the Branch to lease a portion of land on Moojebing Reserve. This is a reserve in Moojebing Street, which runs off Guildford Road towards the river, just one street eastwards of the traffic lights in Guildford Road opposite the CSBP 'Cresco' works. In approving our application, Council pointed out that there was a shortage of land in the City for our type of use and that we should liaise with the WA Light Car Club (who had made a similar application) and should draw up site and building plans for adjoining facilities that could take advantage of shared parking and plumbing, sewerage and electrical connections. A preliminary meeting with the officials of the WA Light Car Club indicated a general agreement on the type of buildings and facilities we both require and sketches are being drawn up.

It is our intention to make application to the Department for Sport and Recreation for a capital grant towards the building costs.

Before any major, irrevocable commitments are made, a Special General Meeting of the Branch will be called.

Ted Thoday

YOUR MANAGEMENT COMMITTEE

Recently Bob Frayne found it necessary to resign his position on the Management committee. His resignation was accepted with regret and which considerable appreciation of the part that Bob has played in Branch affairs over the years. Thank you for all your hard work.

The vacant position has been filled by Jim Hidden. Jim is also Exhibition Manager for the coming year. Welcome, Jim - we look forward to a long and fruitful association.

Ted Thoday

THE CHRISTMAS OUTING FOR 1986

Richard and Judith Stallard are now proud owners of a Rolls Royce and Ron and Christine Fryer have acquired a Mercedes Benz.

Well, it sounds good - they were the winners (1st and 2nd, respectively) of the Car Rally held in conjunction with the AMRA Christmas BBQ, and the cars are models 'parked' on a piece of 3" x 1" timber!

The attendance for the outing was disappointing, but those members and their families who did turn up had a fun run and an enjoyable BBQ. Of course, we came in for more than our share of 'stirring', but we invoked Regulation 10 of the Rally Road Book, which each competitor had unknowingly accepted. (Regulation 10 read "The decision of the Rally Director is final with regard to results, protests, etc. All timing will be on the Rally Director's watch". Some fairly

'rough justice' was, in the opinion of some, dispensed! Nonny)

We found that organising the event was just as much fun as partaking in the rally.

Gus and Marjorie Durham

HOW'S YOUR KNOWLEDGE OF AUSTRALIAN RAILWAYS AND TRAMWAYS?

- 1 Where in the British Empire (when it was an Empire) was the first Government owned and built railway?
- 2 When did Sydney's present Central Station open?
- 3 When did Perth's electric trams commence operating?
- 4 In what Australian city and when did the first suburban electric train services commence?
- 5 When did the WAGR run a special train from Perth to Kalgoorlie with a diver and diving gear in a record time of 13 hours; the purpose being to rescue a trapped miner?

(Answers elsewhere)

LIBRARY NOTES

Welcome back to our Librarian, Arno de Smalen. Now that he is back, the sorting and cataloguing of the books and magazines that have been donated to us can be finalised.

Incidentally, there is quite a number of duplicated magazines among those donated - after we have filled those missing from our original boxes and volumes, these are placed in the Sales Cupboard and it is hoped that members will take advantage of this and stock up on these useful and informative magazines. They are not meant to be solid only at Exhibitions. (Nonny reckons that the availability of such magazines in the Sales Cupboard means that members will not have to pinch them from the Library collection any more!).

Despite the article note by Alan Porter (on behalf of the Management Committee) in the last issue of the Branchline Library Notes, I have discovered a second magazine missing from a boxed 1983 set. I know that members will not take it amiss if Arno and I assure ourselves that the number of magazines brought back correspond with the number taken out. Will members also note that a plastic box, suitably marked, is to be used to deposite all returned books. As these are being marked in accordance with our cataloguing program, it is essential that they be replaced on the book shelves in the correct order. The books will be replaced on the shelves by the Librarians.

It is great to know that plans are afoot to increase our Library shelf storage space. This is most welcome, as things are starting to

get a bit chaotic in the Library with insufficient space to store all our new acquisitions.

Finally, thanks are due to Barry and Jane Keens for the work that they have done at home in covering some of the Library books (particularly the old and fragile ones) with clear Contact. I understand that they are not finished yet. This activity is all the more praiseworthy because it has been done without any pressure being imposed by the Librarians or the Management Committee - Barry just saw that it needed doing and got stuck in!

Harry V

EXHIBITION MANAGER'S INAUGURAL REPORT

Well, now that Christmas and New Year are over for another 12 months, I thought it was about time to get serious about doing some ground work for the Exhibition, which incidentally will be our 12th Exhibition.

I have been thinking about a possible theme for this year and thought a suitable follow-on might be 'FURTHER DOWN THE LINE', assuming that last year's 'WE SHOW YOU HOW' got some people from the stage of playing trains into model railways. 'FURTHER DOWN THE LINE' might get a few more people interested in the realism that can be put into a layout with just a little bit of thought.

Anyway, more of that at a later date. At the moment I have been in touch with Port Hire and it seems quite possible at the moment that there will be no price increase on the trestle tables this year, so we keep our fingers crossed on that one!

The RAS has informed me that the fees for the Wool Pavilion are going to be \$300 per day and electricity will be charged at 17¢ per unit (previously \$275 per day and 16¢ per unit, respectively). I will get a firmer price once I have put our request to Mr Frank Russell in writing, which I will do once the use of the Wool Pavilion is once again agreed upon.

Jim Hidden

PROGRAM

APRIL

- 6 Mon Locomotive Building and Maintenance -
Part 1 - Scratch and Kit Built

This is one of a series of presentations which started last October and is aimed at those members who are fairly new to the hobby. However, like all the previous sessions, it's not just to 'show you how', but also to encourage you to share your experiences with others by asking questions.

- 11 Sat General Club Activities

The Library is open; Haltwhistle is there for informal operation; there are kindred spirits to talk to; there is even an N gauge layout you can work on if the spirit moves you!

- 15 Wed Slide Night

Bring along some of your favourite railway slides (preferably some we haven't seen before) and explain them to us. After the showing there will be an informal competition, with a prize for the most popular slide.

- 20 Mon General Club Activities
(Easter Monday)

- 25 Sat General Club Activities
(Anzac Day)

- 29 Wed Locomotive Building and Maintenance -
Part 2 - Modified and RTR

MAY

- 4 Mon ANNUAL GENERAL MEETING

The ACM is upon us again. We will all have a chance to -

- a serve the Branch by volunteering for some office, and

- b comment on the affairs of the Branch.

TIMES OF MEETINGS ARE AS FOLLOWS:

Mondays and Wednesdays 8 pm
Saturdays 2 pm

All meetings are held in the Branch Clubrooms, which are on Meltham Station, unless otherwise stated. The rooms will be open at least 15 minutes earlier than the above.

LAYOUT NOTES

HALTWHISTLE (OO scale layout)

A maintenance session on this layout was held on 28 January. This allowed a concentrated effort to repair much of the minor damage that has occurred on this layout over the past months. However, as some of the work force that I had lined up for 28 January were press-ganged into the collation, stapling, folding, etc, of this issue of The Branchline, we have organised another work night on this layout on 25 February in case there is anything remaining to be done.

These two work nights do not negate my comments in the last issue of The Branchline, i.e. if you damage it, you repair it!

COLORADO PACIFIC RAILROAD (N gauge layout)

Work is progressing steadily on this layout. As stated in the last issue, we are a bit behind schedule for completion in time for this year's Exhibition, but I think that, with a bit of effort, we can still make it. I hope to see YOU at the Clubrooms helping to build OUR N gauge layout.

Simon Mead
Layout Manager

SHOP TALK

HANDY GADGET

Most modellers at some time have a requirement to cut out accurate circles in materials such as plasticard, cardboard and thin metals. Previously this has been extremely difficult, as generally one has had to mark out the circle and then cut around the marking using scissors, snips or craft knife, all of which make accurate cutting of a circle difficult. Recently introduced to the market is a range of cutters by OLFA. Among this range is a Compass Cutter, model CMP-1. Made of tough plastic, the unit consists of two main parts, a long arm with cutter at one end and a central pivot point, which fits over the long arm and is adjustable to a range of diameters from 1 cm to 15 cm (ample for most of our requirements). Five spare blades are provided. A normal compass lead can be used in place of the blade to allow the unit to be used as a conventional compass.

Mine was obtained from Oswald Sealy Display Pty Ltd, 381 Murray Street, Perth (next door to Perth Hobby Centre) for \$8.60.

The other cutters in the OLFA range are also worth investigating - a cutter for every purpose perhaps?

MINIATURE LAMPS

These can be difficult to obtain through the hobby trade. In the Sunday Times of 11 January (page 70, 'Electronics 2'), a write up on Lamphouse Supplies of 69 Burswood Road, Victoria Park, indicates that they carry a range of lamps from 'wheatgrain' upwards - could be worth a visit.

GLASSFIBRE ERASERS

The propelling pencil type of Glassfibre Eraser has been available from Derrick Enterprises for some time now, but the refills have been somewhat difficult to obtain locally. However, your friendly sleuth has found a local source. Radio Spares of 28-30 Northwood Street, West Leederville (phone 09 381 4799), is the outlet for two types of refills - glassfibre and brass. The glassfibre refills are identical to those supplied with the eraser. The brass refills are dimensionally identical, but are made of fine brass wire, very similar to that used in a suede brush. These latter are ideal for the heavy cleaning or burnishing jobs.

Stock numbers are as follows:

Fibreglass 556-323 \$5.45 + sales tax per pack of 10
Brass 556-339 \$7.65 + sales tax per pack of 10

The propelling pencil holder with one fibre-glass refill is also available - stock number 556-317, \$6.30 + sales tax, which is dearer than Derrick Enterprises (prices at November 1986).

Radio Spares has regional distribution centres in all capital cities, except Darwin and Hobart, and offer an excellent mail order service.

Ted Thoday

THE ULTIMATE PRESENT

Twenty five miniature locomotives in a display case. Famous locomotives from around the world are represented in this collection; each is cast in solid pewter. Interested? Tempted? Can the bank balance stand it? See the inside front cover of the December 1986 issue of the "Readers' Digest".

TRANSFERS

Quite regularly in our hobby, there is a requirement for lining and/or lettering which is not available commercially in transfer form. This particularly applies to the scratchbuilder or 'unusual' prototypes or where the Trade sees only a very small demand, which is not commercially viable.

GIN GIN JINI may be your answer; in recent advertisements they state, in part, "We can make that transfer you can't get anywhere else. We can make transfers from your own artwork. Our custom transfers are available in 25 colours".

See their advertisements on page 30 of the September issue of Scale Model Trains and on page 45a of the January issue of Railway Modeller.

Ted Thoday

HERE'S AN ODD ONE.....

Further to Alan Porter's 'Shop Talk' in the last issue of The Branchline, I saw the Lledo range of models of 'Days Gone' when I was in the UK in October 1986; I purchased a London Fire Brigade fire engine - this is about the same size as the illustration of the bus in Alan's report. The odd thing is that I paid £2.99 for this model and as I had purchased my UK Traveller's Cheques on 22 September 1986 for \$A1 = 41.96 pence, this

makes the cost \$A7.12 on those rates. Or on the rate for 13 January 1987 of \$A1 = 44.93 pence, it would have cost \$A6.65. So the local Perth price of \$6.50 looks even better!

By the way, these are excellent reproductions and the illustrations on the back of the box show a range of 23 models, including a horse drawn van.

Gus Durham

CAN I BORROW, PLEASE.....

Only briefly, please - issues Nos 1 and 2 of British Railway Journal and the Spring and Summer 1979 issues of Continental Modeller magazine. I am attempting to compile an index of drawings which have appeared in various magazines, and, so far, have been unable to sight these issues.

If anyone has a copy of Issues Nos 1, 2, 5 or 6 of British Railway Journal they wish to dispose of, please contact me - I am willing to purchase them to complete my collection.

The Branch Librarian would appreciate a copy of each of the two issues of Continental Modeller to complete the Branch collection.

Ted Thoday

BOOK REVIEWSWHAT TREE IS THAT?

by Stirling Macaboy

Lansdowne Press 272 pp 210 mm x 286 mm
ISBN 0 7018 1659 7 \$25 (approx)

In part the dust cover notes state, "Two things distinguish 'What Tree is That?' from most other books on trees. The first is the welcome emphasis it gives to warm climate and southern hemisphere trees - the trees we see around us...."

The second....is the detailed index which lists over 1200 species, with their botanical and popular names, origin....description of foliage, flowers, fruit and other notable features, plus information on size and growing habits...."

There are well over 600 full colour plates, in various sizes, superbly reproduced.

Each entry gives the species name, the common name, and the family the tree belongs to, with a description, in words, of the tree, its growing habits, size and where found, plus at least one photograph. Almost 50 pages at the rear of the book contain a 'how to use the book guide', a glossary of terms, a botanical index and an index of popular names (basically a cross-reference of popular/botanic names).

A beautiful book - a must for the book shelf if you really want to make really good models of trees.

Ted Thoday

SIGNALMAN'S MORNING/SIGNALMAN'S TWILIGHT

by Adrian Vaughan

Pans Books Ltd 380 pp
ISBN 0 330 28345 6 (Dewey 385.0941) \$8.95

Two books for the price of one! - originally published separately in 1981 and 1983, respectively, by John Murray (Publishers) Ltd. One man's personal experiences on the Great Western Railway in its closing days and on the Western Region of BR between Swindon and Didcot, both as a child and as an employee of the railway. He tells of his life from 1946 to 1965 and stories of drivers, firemen, signalmen, porters and others he knew. For the steam lover, a touch of nostalgia; for GWR fans, a must; for diesel enthusiasts,

a no-no; and for the signalman in us, a good reference book.

(Adrian Vaughan is also the author of three other excellent reference books: 'A Pictorial Record of Great Western Architecture', 'A Pictorial Record of Great Western Signalling' and 'The Signal Box')

NARROW GAUGE ADVENTURE - THE STORY OF THE CRAIG AND MERTONFORD RAILWAY

by P D Hancock

Peco Publications 120 pp
ISBN 900586 44 3 (Dewey 625.19)

Twenty five years of this delightful railway includes planning, construction, operation, reconstruction and future plans. It is not a technical book on how to build a model railway, but does show ideas and techniques as used for the layout described in the book. This is more the story of the district the author founded and includes trams and tramways, people and animals and structures of many kinds. It is a 'living railway' and the photographs are numerous and well done. Some interesting detail in this book and well worth reading, even if you don't model narrow gauge.

Barry Keens

(These two books were borrowed from the Bayswater City Library, and can be obtained on cross-library transfer loan.)

NEW (AND VERY USEFUL) BOOK

Several recent magazines have carried reviews of the book 'A Guide to Locomotive Building - from Prototype to Small Scale Models' by Mike Sharman. The latest, in the January issue of Railway Modeller on page 42, sums them up and says, in part, "The book is.....a brief description of the workings of the steam locomotive prototype as an aid to making more credible small scale models....."is well illustrated with excellent drawings"....."subjects covered include materials, tools, the lathe, gears, suspensions, motion, frames, wheels, boiler and fittings, etc". A sample of the drawings is given in the review.

This would appear to be the type of book that should be in the Branch Library and on every modeller's bookshelf. Your reviewer looks forward to the book becoming available here.

Ted Thoday

ANSWERS TO THE QUESTIONS ON AUSTRALIAN RAILWAYS AND TRAMWAYS

1 South Australia, from Adelaide (North Terrace) to Port Adelaide, opened on 21 April 1856.

2 4 August 1906

3 28 September 1899 (as quoted in Australian Urban Transit Systems; however Destination Subiaco edited by J Richardson and published by Traction Publications, says 25 September 1899 saw the commencement of operations by Perth Electric Tramways Ltd with 19 passenger cars and a sprinkler).

4 Melbourne, 28 May 1919.

5 It left Perth at 3 pm on 21 March and arrived at Coolgardie at 4 am on 22 March 1907. The loco R174, on display at Midland Centrepoint Shopping Centre, was one of the locos used on this train. This record stood until the introduction of the X Class diesels many years later.

HAVE YOU SEEN ?

Model Railway Journal

No 9: '4 mm Finescale Grows Up' traces the progression from 00 to P4. Converting the Airfix GWR 61XX 2-6-2T to P4 quickly and simply. Using the Ultrascale conversion packs to bring the Hornby Class 25 Bo-Bo, and the Lima Class 52 C-C and Class 20 Bo-Bo proprietary models to finescale. 'Speedy Stock Suspension' looks at wagon compensation and the various ways of achieving it. A resume of ready made trackwork and simple pointwork for P4. Promotional article on the Scalefour Society. Pampisford and Winchester Chesil modelled by two Scalefour Society Area Groups. Using a traverser as part of a run-round loop - a space saving idea. Converting the Airfix GWR Auto-trailer to diagrams A28 and A30, with drawings of underframe detail - something we do not always see, plus photographs. 'Butley Mills', another of Iain Rice's East Suffolk models. Coach suspension systems - seven different types described. Building a 7 mm scale 'Jinty' from an Alan Gibson kit - includes drawings and photographs. A system of keeping six-wheeled vehicles on the rails using leaf springs. Behaviour of sheet styrene when cut into thin strips and when glued down with various adhesives - a semi-scientific treatment of the subject. A true (and amusing) article on the point of view of a specialist supplier to the model railway hobby (and a very amusing cartoon which we just can't resist reproducing for others to enjoy).

No 10: Trevor Nunn describes why and how he adopted S scale and relates the development of 'Wicken'. Guy Williams, of Pendon fame, describes the scratchbuilding of a GWR 517 Class 0-4-2T to the exacting standards set for Pendon. 'Period Agriculture', a farmer describes cereal farming as it used to be before widespread (or any) mechanisation. Iain Rice 'doctors' a Mainline J72 body and fits a new chassis; the article also looks at the latest Perseverance chassis kit for this loco. BR Standard parcels stock in 7 mm scale, GUVs and CCTs. 'Small Suppliers Forum' looks at DJH etched accessories for scenic and construction projects. Wills scenic sheets, etc, the latest Monarch lorry from Cooper Craft, Tri-flow lubricants, London Transport Underground models, Wills 'Saxby and Farmer' signal box kit, Gibson track parts in 7 mm. Auto-couplings by DG Couplings - now in 2 mm, 4 mm and 7 mm scales. Narrow gauge toast-racks, Keil Kraft 'T' type coach in 4 mm, Branchlines bikes and couplings, 4 mm buffers and bogies.

Scale Model Trains

September: Danville Container Yard - an American rail/road container facility modelled. Hymek for O gauge - remotoring and detailing the Tri-ang 'Big Big' model. Correct length BR Mk 1 BGs from two Lima BSKs, drawing and photographs included. Live steam in the garden - engine-ship (or should that be 'enginepersonship!!!!'). Adapting the Heller sailing trawler kit to make realistic vessels for the harbour scene. Dapol's J94 and Lima's Class 73 superdetailed and converted to EM (if you're teetering on the edge of going EM, read these two conversions and see how simple it really is).

October: Building a viaduct - information on various types and how to scratchbuild a model. A Hornby class 47 body and a modified Lima Class 37 chassis combined to give a much better Class 47. 'Loco Focus' looks at the Class 47. The Atlas Plymouth WDT switcher converted to represent a

freelance British dock authority loco. American Class H AAR hopper car variations explained. The Hymek for O gauge is completed. The Wantage Tramway is used as the basis for a minimum space layout. (Your reviewer lived in Wantage in days gone by. Although the tracks had been lifted most of the buildings were still there and the trackbed could be followed for most of its route from the town to Wantage Road Station (GWR). Wantage Tramway Company No 5 'Shannon' is preserved in running order at the Didcot Railway Centre of the Great Western Society.)

Your Model Railway

December: Chemical etching with the professionals - a captioned pictorial story; the professional concerned is also an advertiser in this issue, his services are listed and will be of interest to any modeller (or group) wishing to produce their own kits and/or bits. The Letters Column could well have been titled 'Don't Brag' - the armchair modellers pulling apart a modeller who got off his butt and made a model! 'Wallsea Main', a look at an O gauge North Eastern layout. 'Camera and Comment' looks at Pacific locos. Mike Sharman describes the construction of his model of a 'Crampton' locomotive. 'The Carriage Trade' looks at BR Mk 1 coaches in 4 mm scale (both the 'Crampton' and the carriage articles include a three-page fold-out set of drawings - the coach drawing being a copy of the original works drawing). 'Bellshill', the 4 mm fine scale layout of the Maidenhead MRC visited. More on 'Blacksanton' - viaducts and landscape.

January: Simple automatic two-aspect colour light signalling. 'Rusting' steel mineral wagons - looking at photographs of the prototype and then showing how to achieve the same effect on the model. Constructing a corrugated rolling mill. A narrow gauge prototype - the Romney, Hythe and Dymchurch Railway. Report on the Marklin Digital HO electronic control system. Crownlines conversion packs for the OO and N scale models of the BR 9F reviewed. Part two of 'Wallsea Main'. 'Is there any Business' is a fun look at an AGM. Denver and Rio Grande Western's Class K-37 locomotive built to HO scale. Constructing the K's ROD kit. 'Blacksanton' - details of the working crossing gates, wind pump and smoke units.

British Railway Journal Special GWR Edition No 2

The GWR at Goring. Ireland and the GWR. A look around Swindon Works. A rare drawing of an early '517' Class 0-4-2T. Box station. Slough. Three West Country scenes. AEC Railcar No 2 on trial. GWR passenger train identification.

Several of the articles in this 'Special' contain drawings of the buildings described in the article plus the appropriate Ordnance Survey Map(s) and many old photographs, some of which have not been previously published.

Railway Modeller

December: Leysdown station, a prototype from the Sheppey Light Railway, drawings, etc. A layout based on Hayling Island. Building the Nu-cast kit of the ex-GER Class E4 2-4-0. History of half a century of exhibitions by the Manchester MRS. Generating freight traffic by computer. Part 2 on 'Hawnby', exhibition layout of the Norwood MRC. Modelling the Southern, part 7a -

station buildings. Plans for a pair of North Staffordshire locomotives, Class B 2-4-OT and Class K 4-4-2T.

January: 'Clayworth', an OO scale fine-scale LNER branch line (have a glance at the scenic detail). A 'swing bridge' style connection to the traverser. Peter Booth describes his progression from 'new' modeller to experienced scratchbuilder, the article is illustrated with photographs of some of his locomotive models. A railway signalman builds 'Baslow', a fictitious BR location - his 'working timetable' is worth studying. Converting two Hornby coaches to make an LNER twin-car articulated set. David Jenkinson describes the concept and realisation of his own personal piece of the Midland Railway - the locomotives and the coaches are superb, see the photographs. 'Aldermaston' - historical GWR in OO. Superdetailing for juniors - the Class 40 - D200. Modelling the Southern, part 7b - platforms, awnings and footbridges. Plan of the Month looks at the GWR/LNER Hunstanton branch. 'Ellesmere' in 4 mm scale. Barry Railway Class G 0-4-4T, prototype information, drawings, photograph.

Model Railway Constructor

November: Description of various types of boiler for garden railway live steam locomotives. 'Datafile' article on the BR 51 tonne GLW two-axle open scrap carriers - drawings, photos, facts. History of the Tri-ang TT range. Building a Highfield LSWR 44' passenger brake kit in O scale. Definitive article on canals, narrow boats, wide boats, pleasure craft, tunnels, scenic breaks, etc. 'Datafile' article on the BR Class 06 diesel shunters with photos, plans and all the facts you need.

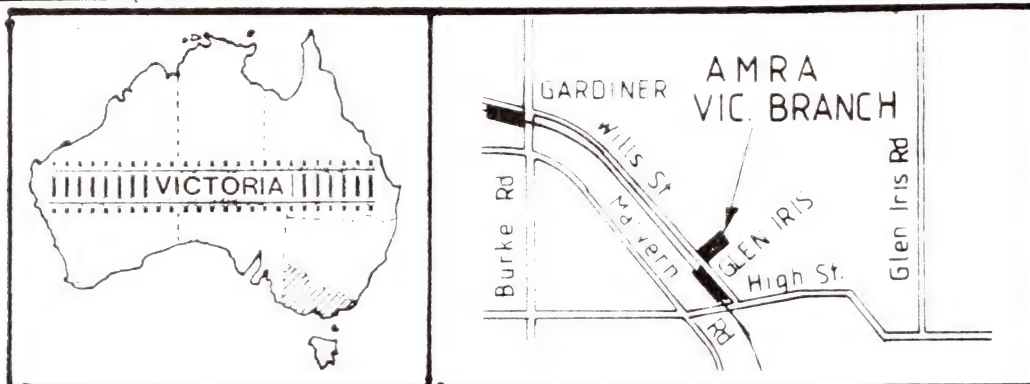
December: 'Test Bench' examines the Hornby GWR 'Saint' 4-6-0. Review of the Class 121 railcar kit by Four Track Models. Part 3 of the article from the past two months on BR scrap carriers. More on live steam boilers for garden railways. Photo article on level crossings across the light railways of the Colonel Stephens type. Part 3 of the history of Tri-ang TT. Building a plate girder bridge for the 'Black Dog' layout. 'Datafile' article on the BR VGA air-braked four-wheel covered van - photographs, drawings, etc.

Practical Model Railways

October: The incorrect attribution of the article by John White to John Watts in the last issue of The Branchline - purely an unintentional error.

December: 'Dyers End and Annington' - a modern image exhibition layout of the Model Railway Club. Building the K's kit for the LNER J70 tram loco. Building a BR Class 40 diesel loco from the Modern Outlines kit and from a Q kit on a Mainline 'Peak' chassis. Tin ore treatment plant for the Wheal Louise layout. Drawings and photos of a set of four small shops. Conversion of a Mainline J72 0-6-OT to an LNER J65 0-6-OT.

January: Review of railway videos. Building the DJH kit for the N Class loco (2-6-0) of the SR. Making an English oak tree based on a Britains kit. A 4 mm scale diorama to test out your ideas on modelling. Servicing the Hornby Class 25, 37 and 47 locos. Plans and photo of a three storey old fashioned office building.



THE PRESIDENT'S PIECE

At the time of writing (14 February), final preparations were being made for the 1987 Exhibition at Camberwell. As with previous years, there is going to be plenty of variety with the layouts, as well as the trade stands. I hope to see you there.

Also, keep in mind the thank-you dinner for the kitchen helpers. This year it is to be held on Saturday 4 April; venue will be the Bentleigh Club. If you would like to participate in an enjoyable evening, then I suggest you see Stewart Westerman at the March meeting.

Following on from the last Journal, I again ask you to consider helping with layout work, particularly Kyneton. For this layout to be ready for the 1988 Exhibition, we will need more commitment from the members.

By the way, what did you think of the last Journal? I thought the cover picture was a ball tearer. The wealth of detail, from the track upwards, was superb. The photos inside taken by Jack Parker were also in the same calibre. Being a biased NSWGR fan (note the difference), I was particularly pleased with the two photos on page 13. Also the long promised article by Roger Lloyd on trestle bridge construction has appeared. The information contained in this article can be used by all modellers wishing to make a typical Australian trestle bridge, be it now, or in years to come. Incidentally, the second trestle bridge for the HOn3 line mentioned by Roger has now been completed. Now I wonder if we can get one for the HOn2½ line!

For those of you who have an interest in full sized rail operations, the following is provided. V/Line has been so impressed with the performance of the G class that they are to obtain a further 11 locos. This will take the total to 26.

Also in the same vein, Australian National has ordered another 10 locos similar to the successful BL class. The new locos will be classed as DL and their introduction will allow the withdrawal of most of the broad gauge 930 class, certainly between Adelaide and Melbourne.

A decision has been made by V/Line to use the Nathan P5 air chime in preference to the magnificent Leslie 5 note air chime that are currently fitted to the ACG and most of the N class. Cost is the main factor; \$2800 for the Leslie as against \$1600 for the Nathan. What this means is that over the next few years the Nathan will replace the Leslie as that particular horn comes due for major overhaul. In addition, the X class locos are to have their present 3 note tweety pie whistles replaced by the Nathan P5 horn. So for those of you who are fortunate to have video cameras or sound equipment, at least get a bit of the Leslie air chime on tape while there is still the opportunity. As well, the X class are to have further modifications that will ensure

they continue in service for some time yet.

For those of you who think that all the GH class wheat hoppers are all the same, then think again. Recently noted in a long rake of GH wagons in the Tottenham Gravitation Yard was GH155A. So what you say? Well, this particular wagon was the subject of several high speed tests some years ago. At that time it was dubbed 'the super GY' after it was successfully tested at speeds over 100 kph. What makes the wagon different is its suspension, coil springs instead of the usual leaf spring and no W guards. Keep a lookout for it and try to get a couple of photos before it goes to the big rail yard in the sky.

For the future, keep in mind the General Meeting for April where you will be introduced to the mysteries of Timetable Operation and for May the ARHS Film Night. Remember also that nominations for Committee of Management close at 9 pm at that meeting.

Geoff Brown

GENERAL NEWS

January is 'quiet month'. No formal meeting so nothing to report, but a running night without a syllabus item.

February meeting was a Mystery Night and turned out to be a report on a 1983 tour through Europe, illustrated with slides taken by Stuart and Blair Westerman. We saw many different systems, gauges, methods of propulsion and ways of getting up very steep grades. From the vantage points of the photographers, the real thing often looked like a model!

Competition Results

Photographic Competition

Slide Greg Attrill 95 points
A Model Railway

Modelling Competition

Australian Produced Kit

Bob Edwards MLE wagon 98 points

Other Kit

Peter England Cattle Yard 92 points

Bob Marsden reported on two running days for junior members held during the school holidays. Numbers were small, but the days were much enjoyed by the participants. Bob is interested in continuing these days, especially in view of the increasing popularity of the timetable operating days on the first Sunday of the month and would welcome discussion from anyone interested. His telephone number is 544 5079.

Jack Treseder is laying the groundwork for a picnic and train trip to Queenscliff and the Bellarine Peninsula Railway; suggested dates - November 1987 or April 1988. If you are interested, Jack would like to hear from you.

LIBRARY NOTES

Kyneton basework is well under way and will be set up in the layout annexe after the March exhibition. Some of the trackwork was displayed at February meeting. Help is needed in the construction of buildings and scenery. See Bob Dunn if you can help.

Ron Thomas

This day, held on Sunday 22 February, was again most successful. Over 100 visitors came from many parts of Victoria. It's great for members of many clubs to get together over a BBQ lunch for a chat.

Particular thanks are due to Sonia Brown who prepared the salads, the whole Marsden family - Bob and David who ran the layout for the guests, Judy who helped Sonia with the food and Stephen who helped move the furniture.

Others to help were stalwarts Elizabeth and Bill Secker, Geoff Brown who really put a lot in, Jack and Dot Treseder, Peter England and my wife Marie also helped.

Roger Lloyd

APRIL

4	Sat	Ladies Night - 7.30 pm
5	Sun	Timetable Operation - Club (UK) Rolling Stock - 1.30 pm
9	Thur	General Meeting - Introduction to Time- table Operation Model - Kit a Australian Produced b Other
17-21		Photo - Puffing Billy in Dandenongs Easter
26	Sun	Running Day - your equipment - 1.30 pm

MAY

3	Sun	Timetable Operation - Club (Aust) Rolling Stock - 1.30 pm
10	Sun	Mother's Day
14	Thur	General Meeting - ARHS Film Night Committee nominations close at 9 pm Model - Open (standard categories) Photo - Railway personnel on duty
31	Sun	Running Day - your equipment - 1.30 pm

JUNE

7	Sun	Timetable Operation - Club (USA)
		Rolling Stock - 1.30 pm
11	Thur	Annual General Meeting - Election of Committee of Management
		Model - Kit a Australian Produced b Other
		Photo - Model loco and rolling stock
13	Sat	Casserole Night - 7 pm at Clubrooms
14	Sun	Working Bee - 10 am at Clubrooms
20	Sat	Layout Visits - 1 pm from Clubrooms
28	Sun	Running Day - your equipment - 1.30 pm

Great Rail Non-Journeys of Australia sounds like a parody of a genre that is just waiting to be parodied. But Colin Taylor is Associate professor of Regional and Town Planning at the University of Queensland, and this book (published by University of Queensland Press) is largely inspired by his investigations into Australian railways and how they make travel easier - or usually harder. Regular trains that appeared on no timetable, others that were timetabled to miss important connections by 20 minutes (next train 23 hours 40 minutes later) and - would you believe - did the same after a timetable review. Apart from being a pretty devastating indictment of much railway management, it's great fun. A couple of chapter headings: 'How not to construct a network', and 'I'll walk beside you'. First of the several tables: 'Slowest mixed trains of Queensland'.

Several collections of steam photos. Last of the Tribe, compiled by Ken Mitchell for ARHS, is a pleasant little collection of photos of the three steam locos preserved by Queensland Railways. How many steamers have other railway systems, as distinct from enthusiast societies, preserved? Steam Around Perth is as much about Perth and environs as about steam. Good photos, captioned, but without any other text. Edited by Don Finlayson for ARHS (WA). A healthy hardback is In Praise of Steam by Robert Adley (Guild Publishing); the spectacular photographs are all in colour, and the rambling, chatty text carries one forward very pleasantly indeed. A book any railfan, especially of English lines, would be delighted to receive for Christmas. Which reminds me. This was Manfred Ebinger's Christmas gift to the Library.

I keep telling myself that no matter why the rest of the world is interested in rail smashes - morbid curiosity, whatever - modellers cherish them as the only chance they have to see the undersides of rolling stock. Broken Journeys, Vol 1 by Kenn Pearse (Railmac again) will have them licking their lips. Mainly photographs with limited exposition; the whole thing does still have the effect of making one wonder about rail travel. Jogging, anyone?

We are in celebration mode these days; the beginning of white Australia some 200 years ago, the first railways 150 years or so, and now a spate of major railway openings is upon us. Lines to the Lachlan by Lawrance Ryan is in celebration of the Railway Centenary of Cowra, in the mid-west of NSW. The railway brought prosperity to the little town, just as good roads, giving easy access to its larger neighbours have now returned it to its gentle slumber, and made the railway redundant. Good photos of trains and station buildings. A question arises from the book. Did Cowra have more than its share of derailments?

Man of Steam is by David Burke, who wrote Kings of the Iron Horse, about Alf Smith and Fred Shea, CMEs respectively of the Victorian and South Australian railways. The 'man of steam' was E E Lucy, who held the same position in the NSWGR, from 1911 to 1930 when he was, at 71, most unwillingly retired. To be frank, not all that much is known about Lucy, and the book is really about the development of the many fine engines of the period, the 'Nannies', the D57 and the C36 among them, but also the so-frequent interplay between railway administrators and politicians. To quote from the Introduction, "Alas, if Dear Lucy returned to walk the iron way today, would he find the climate so different?".

We've been conditioned to think of narrow gauge in terms either of America or Wales (plus, of course, Puffing Billy). The Modeller Book of Narrow Gauge, edited by David Lloyd (a Peco Publication), in a very few pages should dispel this narrow thinking, including as it does railways in Belgium, Ireland, Java and, as they say, much, much more, some prototypical, some models. Chapters, too, on narrow gauge societies and a 'Guide to Manufacturers' (i.e. advertisers) make up a lip-licking collection.

If you are planning a trip north, the Rail Enthusiast's Guide to Brisbane by Brian Webb (ARHS Queensland) is worth having - or borrowing from the Library. What happens, how to get there, what the various lines have to offer. Glossy paper, better-than-many photos, lots of information. A pattern other ARHS branches could well follow.

The Mildura Suburban Train Service, 1922-28 was run with a wonderful collection of rail motors, pictured in a booklet by Bruce McLean. It is a reprint from ARHS Bulletin.

"With frequent trips to Emerald to visit relatives, and a father and uncle who were active railway modellers, it was perhaps inevitable that I would develop an interest in railways." Frank Stamford carried that interest, while still a schoolboy, into the formation of what became the Light Railway Research Society of Australia, and the quotation opens his history of that organisation, Five to 500. Trying to collect early issues of their Light Railways left a librarian wondering if they knew what they were doing - they didn't - but they were enthusiasts and they pressed on, to make it, and Light Railway News, vehicles for the serious collection of history and current history of light railways, widely interpreted. They can now be proud of the excellent Powelltown. As well as a personal history of the Society, the book includes reprints of the first 12 issues of Light Railways.

Railway to Burrinjuck by Sue Chessbrough and Yvonne McBurney is a quaint little volume, 'an account of a family, which like many others was

involved in building one of Australia's early engineering achievements'. Burrinjuck Dam, of course. Equally or more, it is about the building of the narrow gauge construction line (which whets the appetite for a full description), and of the rolling stock on that line. There is something of a 'told for little folk' quality in the writing - the book was published by Education Material Aid - but it's still worth spending half an hour with, if only for the photos.

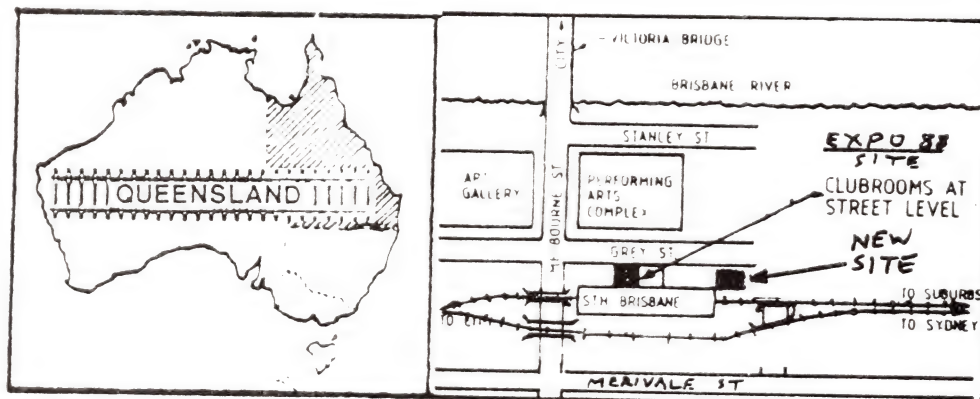
Still narrow gauge. A new volume in the Along the Line series is always welcome; there's been a long gap since the last. Along the Line in Tasmania, Book 3 - The West Coast (ARHS NSW) is at least up to the standard of earlier volumes and has a fascinating area to cover; diamond stacked little locos up to Australian Standard Garratts, through mountains where the railway was the only way. Spectacular!

The Mile End Railway Museum has published Line Clear, 100 Years of Train Working, Adelaide to Serviceton by Reece Jennings. Lots of photos, station layouts (there is a prototype for everything, so worth consulting if you're planning a layout), some history and a certain amount of technical information. A nice A4 book, uniform with most of their publications.

Collieries and coal trains are necessarily part of the same operation, so I was not surprised when the reviews suggested that Beneath Tidal Waters, The Story of Newcastle's Harbour Collieries by Ed Tonks had a railway interest. Sadly, not as much as I'd hoped; the main theme is the loss of life among those who worked in the appalling conditions of the period. Fascinating reading, in a macabre way.

If you want to make sure that the NSWGR loco you've built could, just possibly, have been in the district you've modelled, you'd better check in NSWGR Allotment Lists, 1964-1973 by Peter Neve. Another Railmac publication, it is just that; a list of numbers. Unexciting, but essential if authenticity's your bag.

Brian Southwell
Librarian



PRESIDENT'S PARAGRAPH.

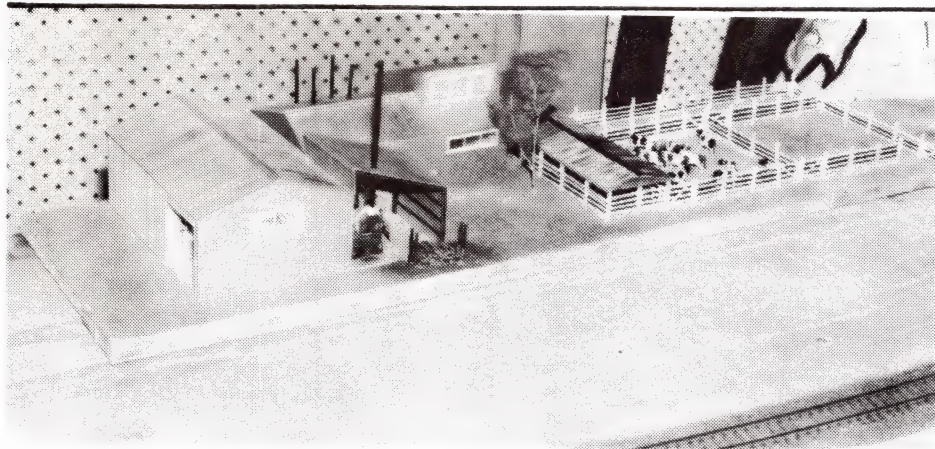
By the time you read this, and with a bit of luck, We should be in the new Clubrooms. At the time of writing this (8th Feb.) things have slowed right down on the renovations of the new rooms, due to other commitments by the Railway staff. Whilst this has put a damper on the timing of the move, the enthusiasm shown by our members for the move is very encouraging to see. This was witnessed last Saturday, when a large number of members turned up to help with the first move of our exhibition equipment out to storage at Acacia Ridge. As the saying goes, "Many hands make light work," and this was the case. I think it took about fortyfive minutes to load the truck and I'd like to thank all

those members who took part and a special thanks to Jim Christie who arranged for the storage space.

Whilst on the subject of the Clubrooms, there has been a great deal of talk on, and also drawing of, plans for the new layout and it is good to see this, but I ask all members taking part in the layout designing to be a little flexible; Don't be too rigid with your ideas and most importantly don't take criticism of the plans personally.

Remember there are a lot of other people in the Club other than yourselves, and each of these members probably have some particular need or desire they would like to see incorporated into the new layout.

The C.O.M. hopes to appoint a Sub-Committee to appraise the layout plans submitted, acquire a design out of it all, and then come back to the



Al Morgans "Rhansid Meatworks" for the new club layout. The detail has to be seen to be appreciated. Completely scratch built.

C.O.M. and the Members for final approval.

As you sit and read this issue of the Journal, I hope you are thinking of the Exhibition which is only a few weeks away. This will be a special show for us as it will be our 10th show, and I am asking all our members to hop in and get behind the C.O.M. and help make this exhibition our most successful to date. Even if you can only put in an hour or so during opening hours or setting up or pulling down on the Friday and Monday nights, YOUR HELP, will be appreciated. Remember it is the show that finances the club and its activities through out the coming year, So it is up to us all to help as much as we can to make the show a success.

I would also like to urge all our members visiting the Clubrooms to take the time to have a look at Al Morgans 'Rhansid Meat Works', which were modelled on Swickers meat works at Kingaroy. Al has done an excellent job constructing the model and I would like to take this opportunity to congratulate Al for his excellent effort.

Best wishes and good modelling,

Bob Mawson.

STATION TALK.

Well things have been a little quiet these last two months, with Christmas Holidays etc. Although there were good attendances at the Clubrooms during this holiday period.

Obviously the main topic of conversation has been the impending move to the new clubrooms up the road. Work has now started and fun time are quickly coming to an end as we buckle in and shift. We have still had some social activities though, like the day at Roger Kershaws Army Camp location with family activities, but more on that day in the next issue with some photos hopefully.

The highlight of the last two months was Simon Hills 16th birthday party at the clubrooms although I feel Simon would of rather we hadn't sung Happy Birthday to him. His Mum assures us all that Simon might be sweet 16, but can't say he has never been kissed!

Matthew Hill has been improving his 1400 class loco by putting on the doors and vents and repainting it. Looks good so far, so keep it up Matthew.

Jeff Rosenberg also has started a 1720 loco, his first attempt at modelling. Progress looks good on this project also.

Mark Dauth also visited again with some superdetailed Sn3½ models of QR older style wagons and the detail was absolutely immaculate. Even the brake lever had the pin and chain needed to lock it in the up or down position. Only thing missing was the wagon waybill, even the holder was there. Keep up the good work.

Neil Johnman had a trial run of the start of 40 G wagons (Aluminium gondola coal wagons) and his double motored 2100 class DEL. Seems Neil like big trains, the finished train is over 30 feet long.

Robert Reeves has had an attempt at keeping up with the modern trends with his Graffiti wagons. The artwork is fantastic although we must admit that no matter how good the real ones are the railway departments do not encourage the alteration of their liveries in this style. Hopefully we will have a photo of these in the next issue.

John Hill is progressing well on his next superdetailed project, a B13 steam engine for his son. It seems to be surpassing any of his previous works, a fact we thought nearly impossible.

Warring Geddes has now retired and took the opportunity to travel on an A.R.H.S. steam trip to Toowoomba and Warwick, however when the departure time came, no steam engine. Seems it wasn't lit early enough (must be used to diesels) so a 1400 class diesel (horrors) was substituted much to Warring's disgust. However it was not all bad as steam was raised quick enough to allow the BB18½ to chase the train and double head up the range to Toowoomba where it then took over according to schedule. An interesting day to say the least as the 1400 days are limited on QR.

Alan MacDonald was conscripted into operation trains on the layout, (Alan is a retired railway man.) and enjoyed it immensely. Seems we will be seeing more of him operating the new layout in the future.

Speaking of the layout, it was a sad day on Saturday when a big crowd gathered to have the last official running day on the old layout before dismantling began. Many a moist eye in the crowd, though most reckon it was the heat etc. causing the moisture.

Stewart Wall arrived at the NSW running day with a huge collection of NSW rolling stock. Even his dad was jealous.

Arthur Hayes showed what he had been doing over the last year or so with a complete NSW train, weathered and detailed and hauled by his super powered double motored 44 (Lima). Impressive to say the least, especially the realistic steel loads, and they even were built before the article came out in the AMRM. Seems to be Arthurs luck. All the information and pictures come out after he completes a project.

Kerry Hayes and Debbie Malone showed the boys how to play Ping Pong on New Years eve with the thrashing in the doubles of Tony Weber and Steve Malone. The boys for some reason don't mention how the game went.

If you know of any items suitable for inclusion in Station Talk, write it out and hand it into Ken. Remember, if you think it is worthy or funny etc so will most of the other members.

MEETING NOTES.

5/2/87 C.O.M. :- C. Wall reported progress on new Clubrooms was slow.

Removal of equipment and materials not immediately required to storage at BTR Industrial Products as arranged for 7th Feb.

Running night to be arranged following shifting on the Saturday night 7th Feb.

S. Malone and J. Bilby reported on the receipt of a quantity of books, some of considerable age, as a valuable donation to the library by member Mr K. Cowen. Secretary to write appreciation.

C.O.M. to set up sub-committee to accept and collate suggestions and designs from members for inclusion in the proposed new club layout. The subcommittee to be set up by appointments as set out by the Branch Constitution. The Sub-committee to be composed of a Committee of Management member as chairman and three appointed ordinary members.

S. Malone suggested the purchase of a colour TV and VCR for general use at meetings and for the use of wives and children. C.O.M. deferred discussion of this item, to be considered at a later date with other equipment to furnish the new clubrooms.

Tony Weber recommended that the Branch consider purchase of a photo-copier to enable copying to be undertaken at Clubrooms of plans and magazines to avoid loss and damage. Committee did not view the costs as being economic.

Methods to protect flimsy magazines to be investigated by G. Perkins.

C. Wall to obtain prices for the fabrication of steel framing for the support of library shelving. Framing to be suitable for enclosure as cupboard space.

N. Johnman offered the Sn3½ layout for use by members at the new clubrooms until such time as construction started on the new club layout. No decision reached on this offer due to circumstances not known until move to new rooms completed.

Offer accepted from Ian Venerables for four PABX units.

Exhibition details discussed. Printing etc.

Applications for Exhibition to close on 1st March.

ENCOURAGE YOUR PRESIDENT.

If you like your President's actions,
Why not stop and tell him so?
It will give him inspiration,
more that you will ever know.

If you like the work he's doing,
Do not be afraid to say;
It will give him added courage
For the burden of the day.

If you think he's being partial
to some member of the club,
He is merely being friendly -
do not start a lot of talk!

Just remember he has his trials,
Just the same as you and I.
Though he can't please all the people,
Neither could the Lord on high.

If you have a word of kindness-
Not a lot of flowery praise-
You should let your President know it.
It will brighten up his days.
After all He is human,
Just like you and I,



It sometimes seems appropriate to remind members that AMRA is an association, and the success or failure of the association depends directly on the support the Office Bearers receive from the members not elected to any official position. If AMRA is not what it should be, look inward to yourself first. See what you could be doing, not what others are not doing.

BRANCH TIMETABLE.

No arranged meetings for the next few weeks due to the upheaval caused by the shifting of the Clubrooms. However the clubrooms will be opened every Thursday Night from 6pm and every Saturday afternoon from 12 noon. While we cannot guarantee that train running will be occurring there will be plenty of enjoyable work available for anyone who feels inclined to chip in and help. Remember the more hands helping, the quicker the new layout will be running. Social occasions will be arranged from time to time and details will be able to be obtained from Jim Christie, our informative Secretary, on Phone 3454071.

THE STORY OF THE A.M.R.A. Qld. BRANCH.

It is now coming to another milestone year in the History of our Branch with the establishing of permanent clubrooms and our tenth model railway exhibition. So it seems appropriate to recall the past, and what has been achieved by our predecessors. This article written by Arthur Harold in 1957 sums up the history side of the club so well that I repeat it here unaltered.

THE BRISBANE MODEL RAILWAY CLUB.

'Its History and Objectives.'

The Brisbane Model Railway Club had its beginning on 8th September 1947, when nine members of the Queensland Society of Model and Experimental Engineers, who were interested in small scale model railroading, met and decided to form a Model Railway Section of that Society. At the same meeting it was decided that the construction of a 1½" "O" gauge lay-out should be undertaken and that N.M.R.A. standards would be adopted. Thereafter meetings were held twice monthly and work on the layout began.

The next event of importance in the Club's history was the decision to publish a magazine, to be known as the "Green Board", and the first issue was available to members on 12th April 1948. It and the two succeeding numbers were in the form of broadsheets, but by the fourth issue, foolscap octavo had been adopted, and the "Green Board" continued to be published quarterly until 1954 when it was decided that the small circulation was not sufficient to cover increased costs of publication.

Meanwhile, work was proceeding on the "O" gauge lay-out, and by April 1949 it was possible for that section to partake successfully in the Queensland Industrial Fair with a working model railway.

Before long the section felt it was becoming isolated from the parent body and that in any case it would be able to further the interests of model railroading better by acting on its own. Consequently, on the 7th June 1951, a constitution was prepared and accepted, and the Brisbane Model Railway Club came into existence. About this time an "HO" lay-out was constructed, and the Club participated successfully in the 1952 Q.I.F. with lay-outs of both gauges.

In 1954, many of the members joined the Australian Model Railway Association, and a State Branch of the A.M.R.A. was created with worked in close association with the Club. Both the organisations were particularly interested in devising a way in which models of the 3 ft 6 inch gauge prototypes, as used on the Queensland Government Railways, could be made without the need for abandoning the large stocks of commercially made parts already available to the modeller. The Club's "HO" (16½mm) lay-out had been rebuilt, and the amount of capital tied up in that was considerable;

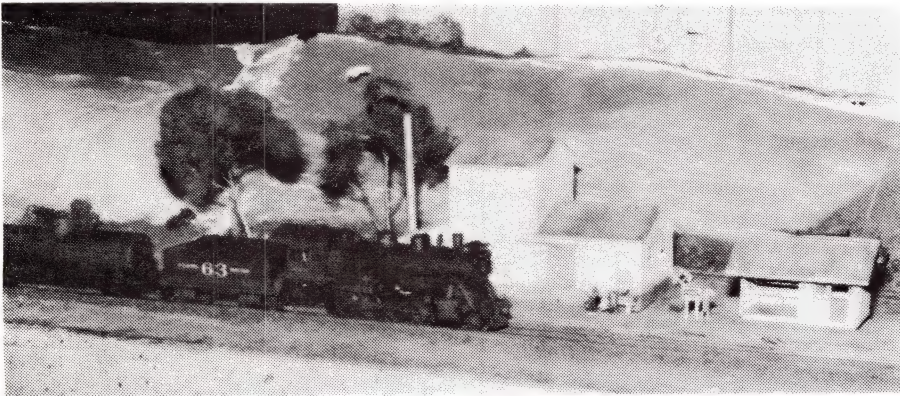
moreover, many other Club members had made their own 16½mm gauge lay-outs. The solution was simple; it was found that the adoption of a scale of 3/16 inch to the foot allowed all existing track and rollingstock components to be used with very little, if any, modification. Acting upon that, members have already built a large number of locomotives, passenger and goods rollingstock of the Q.G.R. prototypes, and a library of blueprints in that scale is being developed.

The Club itself has taken out membership of the A.M.R.A. and participation in the 1955 Q.I.F. took the form of a 16½mm gauge, 3/16 inch scale working lay-out featuring models of the Q.G.R. prototypes exclusively. This was the first time such a display had taken place within the State. Meanwhile in 1955 the "Green Board" became incorporated within the A.M.R.A. Journal, and all matters regarding developments in narrow gauge modelling are reported there.

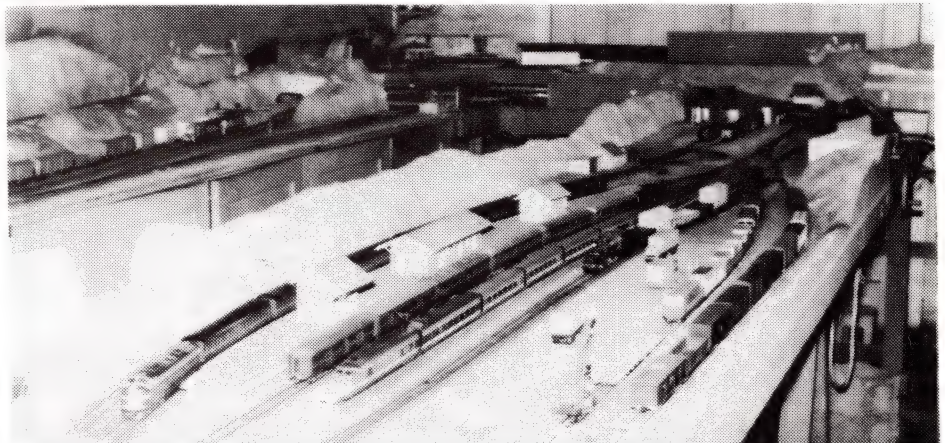
It seems likely that the Club's future activities will largely be connected with 3/16 inch scale work. The "O" gauge lay-out has been temporarily abandoned, although members who form this scale remain very active in their own private layouts, and it is to be hoped that a new Club layout will be built before long.

Well as you can see upon reading this previous article, things have changed a little since then. The Club went on to change to HO scale modelling, in the main, with a few members taking up HO n3½ QR, to run on TT track, in conjunction with the wide availability of HO Australian in RTR and Kit form. Lately there has been diversification into Sn3½ on HO track and TTn3½ on N track, something not envisioned by the pioneers of our club. Who is going to be the first to do Nn3½ on Z track? We have built an exhibition layout and it has been modified and renovated more times than anyone can count, and is still being used for our Exhibition Layout. For how much longer, Nobody knows?

We have had several shifts of Clubrooms since then and this will hopefully be one of our last for many years.



Bijimbee Yards. Notice the variety of equipment; Sn3½ QR Goods, French TGV, British Passenger and NSW Passenger, with an American Diesel in the Sheds.



ERRATUM . . . ERRATUM

In the last issue, the Black Hole puzzle, there was an error in the diagram. The arrival road should read 12 units long and the dead end siding closest to the main line should read 8 units long.

The puzzle could be still solved by altering the moves from number 12 to as follow

12 Attach first 4 VJMs and haul to arrival road

13 Back train to other siding

14 Detach 4 VJMs and haul rest of train back to arrival road.

15 Back train into other siding.

16 Attach 4 VJMs and haul train to arrival road thence as in move 14 in the original answer.

It takes 15 minutes longer to do this so you should of taken 2½ hours to do it.

We have some solutions to the 10 loaded wagon pickups so after checking them we will give you the answer in the next issue.

Many thanks to those who wrote in and pointed out the fault, the wrong plan was sent in by me.

FARWELL OLD CLUBROOMS.

It is with a touch of sadness that we leave our old clubrooms and head into the future at the new rooms. Here we hope to stay for a long while. As we tore down the layout, we took great care, remembering the many hours of hard work which were involved in the construction.

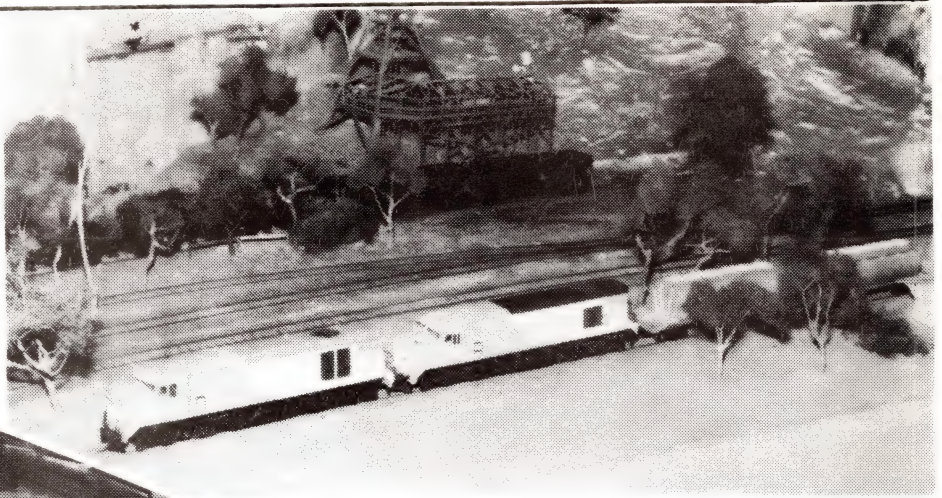
It was these old clubrooms that forged the Qld Branch into the united group that it is now. We have developed into an organisation that handles one of the biggest model railway exhibition in Australia and are self supporting.

Yes we owe a lot to the old rooms and they will always have a fond part in our memories.

Following are some of the sights at the end times of the old layout which were taken by Steve Malone and his trusty camera.

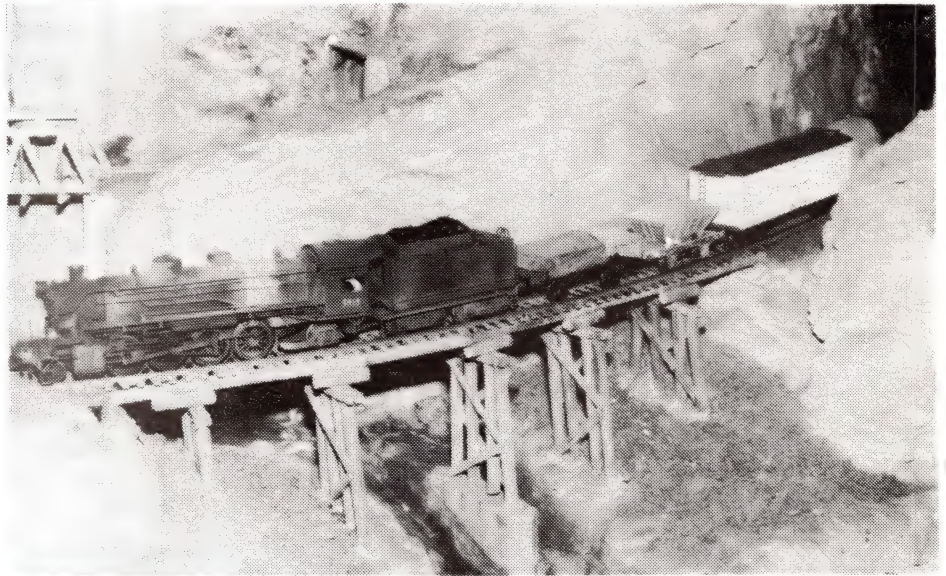
Bob Mawson's "White River R.R." Brass 2-8-0 No 63 heading a Ma and Pa style train pass Suggitt Siding. If you like the Ma and Pa R.R. Then Bob would love to hear from you.

2 1250 class locos
constructed by Geoff
Perkins using narrowed
Athern Trainmaster Mechs.



Chris Malone's cane train
in 7mm scale is headed by
3 locos.(1 ComEng and 2
Clydes)

Roger Kershaw's finely
weathered NSW steam
engine No 5919 at the
head of a NSW goods train
crossing the Bridges near
the waterfalls.



Something synonymous to
the Qld. Branch Club-
rooms:
John Hill at work making
his fine detailed models.
It's like the Herbs and
Spices, without John it
just wouldn't be the
same.

CEC WALL H.L.M.

At the last Club Christmas Party there was a presentation to Cec Wall of Honorary Life Membership for his services to the Association and the Qld Branch during the past years.

Words would not tell satisfactorily the dedication that Cec has given to the club, the help he has been to many a person, the guiding influence of his leadership or his shoulder alway available to lean on with any problem and so on and so on.

Cec has done this without any limelight or self gratification, as it especially shows when we tried to obtain old photographs of Cec. There were hardly any. Cec done all this so quietly it was hardly noticed.

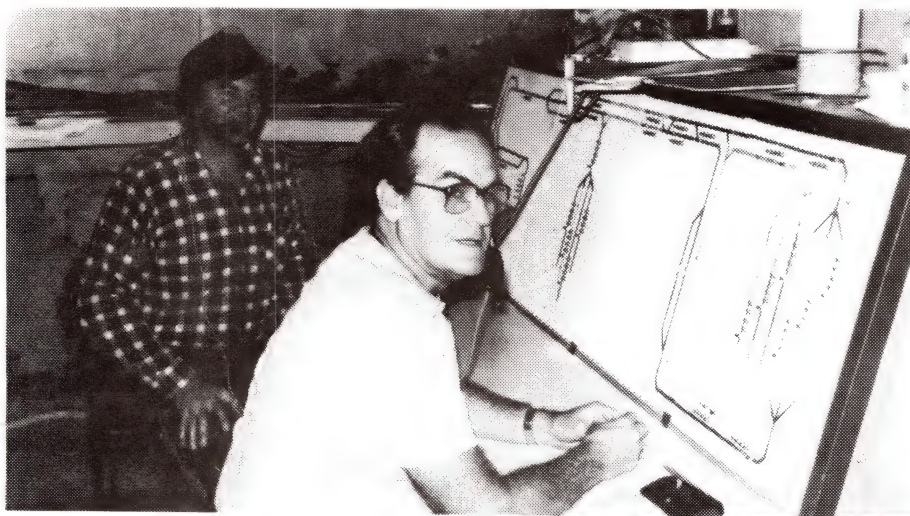
Cec Christian outlook on life showed through and through this all he had time to travel the state with Telecom and raise 5 sons.

As was recognised at the presentation of the award, behind every successful man is a woman, and in Cec's case it was his wife Jean.

Cec Wall provided over the years the most essential factor needed in a club, The human touch.

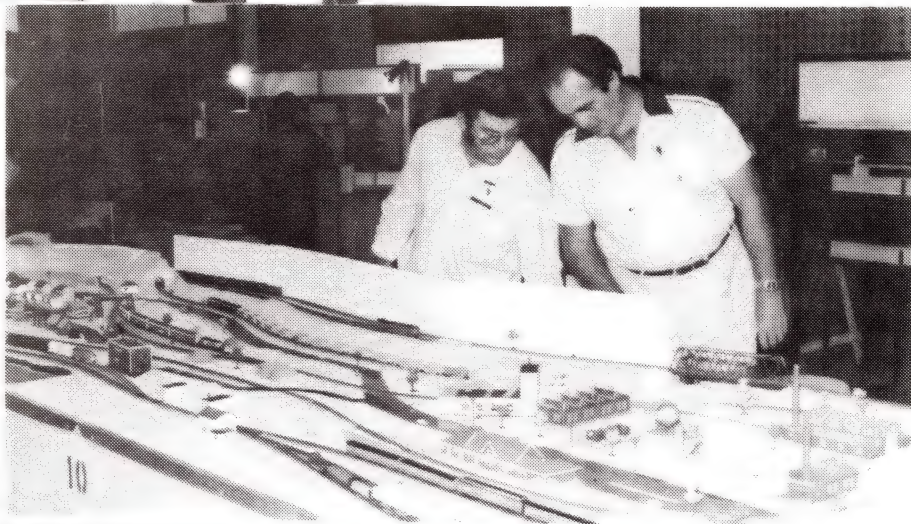


Cec, Arthur Hayes, and Steve Malone constructing the transition section between the Exhibition and Club layouts.



Cec 'trouble shooting' the despatchers panel while Arthur Hayes controls the trains.

Cec and "Jesse" operating N scale layout during the 1983 Brisbane Exhibition.



Cec, Jean, and family holidaying on the North Coast beach with Don Warn and family.



Cec, Don Warn and some of the boys near the stranded ship "Cherry Venture".

SCALE CONVERSION CHART

This following chart can be used to find the size piece of styrene etc you are needing in another scale. e.g. when buying Evergreen and like brands styrene strips but the packets are marked in scales different to what you are using, or brass shapes or strip timber.

All the sizes in one line are the same real size, so you just look at the chart for the size on the packet e.g. 6" O scale and that is equal to a piece 8" in S scale or 11" in HO scale. So you can see if you are after a 11" HO piece then the 6" O scale piece will be the same.

The scales have been rounded off to the nearest $\frac{1}{8}$ ", which is more than accurate enough for our needs.

SCALE SUBSTITUTION CHART.

ACTUAL SIZE "	LABELLED SIZE	O scale	S scale	OO scale	HO scale	TT scale	N scale
0.0115	HO 1"	$\frac{1}{2}$ "	$\frac{3}{4}$ "	$\frac{7}{8}$ "	1"	$1\frac{1}{8}$ "	$1\frac{1}{8}$ "
0.0208	O 1"	1"	$1\frac{1}{8}$ "	$1\frac{1}{2}$ "	$1\frac{3}{4}$ "	$2\frac{1}{2}$ "	$3\frac{1}{8}$ "
0.0230	HO 2"	$1\frac{1}{8}$ "	$1\frac{1}{2}$ "	$1\frac{3}{4}$ "	2"	$2\frac{3}{4}$ "	$3\frac{5}{8}$ "
0.0312	$\frac{1}{32}$ "	$1\frac{1}{2}$ "	2"	$2\frac{1}{2}$ "	$2\frac{3}{4}$ "	$3\frac{3}{4}$ "	5"
0.0344	HO 3"	$1\frac{5}{8}$ "	$2\frac{1}{4}$ "	$2\frac{5}{8}$ "	3"	$4\frac{1}{8}$ "	$5\frac{1}{2}$ "
0.0394	1 mm	$1\frac{7}{8}$ "	$2\frac{1}{2}$ "	3"	$3\frac{3}{8}$ "	$4\frac{1}{4}$ "	$6\frac{1}{4}$ "
0.0417	O 2"	2"	$2\frac{5}{8}$ "	$3\frac{1}{8}$ "	$3\frac{5}{8}$ "	5"	$6\frac{5}{8}$ "
0.0459	HO 4"	$2\frac{1}{4}$ "	3"	$3\frac{1}{2}$ "	4"	$5\frac{1}{2}$ "	$7\frac{1}{8}$ "
0.0469	$\frac{3}{64}$ "	$2\frac{1}{4}$ "	3"	$3\frac{1}{2}$ "	4"	$5\frac{1}{8}$ "	$7\frac{1}{2}$ "
0.0625	$\frac{1}{16}$ " + O 3"	3"	4"	$4\frac{1}{4}$ "	$5\frac{1}{2}$ "	$7\frac{1}{2}$ "	10"
0.0689	HO 6"	$3\frac{1}{4}$ "	$4\frac{3}{8}$ "	$5\frac{1}{4}$ "	6"	$8\frac{1}{4}$ "	11"
0.0781	$\frac{5}{64}$ "	$3\frac{3}{4}$ "	5"	6"	$6\frac{3}{4}$ "	$9\frac{3}{8}$ "	$12\frac{1}{2}$ "
0.0833	O 4"	4"	$5\frac{3}{8}$ "	$6\frac{3}{8}$ "	$7\frac{1}{4}$ "	10"	$13\frac{3}{8}$ "
0.0916	HO 8"	$4\frac{3}{8}$ "	$5\frac{5}{8}$ "	7"	8"	11"	$14\frac{3}{4}$ "
0.0938	$\frac{3}{32}$ "	$4\frac{1}{2}$ "	6"	$7\frac{1}{8}$ "	$8\frac{1}{8}$ "	$11\frac{1}{4}$ "	15"
0.1148	HO 10"	$5\frac{1}{2}$ "	$7\frac{3}{8}$ "	$8\frac{3}{4}$ "	10"	$13\frac{3}{4}$ "	$18\frac{3}{8}$ "
0.1250	$\frac{1}{8}$ " + O 6"	6"	8"	$9\frac{1}{2}$ "	$10\frac{1}{8}$ "	15"	20"
0.1378	HO 12"	$6\frac{5}{8}$ "	$8\frac{3}{8}$ "	$10\frac{1}{2}$ "	12"	$16\frac{1}{2}$ "	22"
0.1560	$\frac{5}{32}$ "	$7\frac{1}{2}$ "	10"	$11\frac{1}{8}$ "	$13\frac{3}{8}$ "	$18\frac{3}{4}$ "	25"
0.1608	HO 14"	$7\frac{3}{4}$ "	$10\frac{1}{4}$ "	$12\frac{1}{4}$ "	14"	$19\frac{1}{4}$ "	$25\frac{3}{4}$ "
0.1667	O 8"	8"	$10\frac{5}{8}$ "	$12\frac{3}{4}$ "	$14\frac{1}{2}$ "	20"	$26\frac{3}{8}$ "
0.1837	HO 16"	$8\frac{3}{8}$ "	$11\frac{3}{4}$ "	14"	16"	22"	$29\frac{3}{8}$ "
0.1880	$\frac{3}{16}$ "	9"	12"	$14\frac{1}{2}$ "	$16\frac{3}{8}$ "	$22\frac{1}{2}$ "	30"
0.1970	5 mm	$9\frac{1}{2}$ "	$12\frac{5}{8}$ "	15"	$17\frac{1}{8}$ "	$23\frac{3}{8}$ "	$31\frac{1}{2}$ "
0.2067	HO 18"	$9\frac{3}{8}$ "	$13\frac{1}{4}$ "	$15\frac{3}{4}$ "	18"	$24\frac{3}{4}$ "	33"
0.2083	O 10"	10"	$13\frac{3}{8}$ "	$15\frac{5}{8}$ "	$18\frac{1}{8}$ "	25"	$33\frac{3}{8}$ "
0.2296	HO 20"	11"	$14\frac{3}{4}$ "	$17\frac{1}{2}$ "	20"	$27\frac{1}{2}$ "	$36\frac{3}{4}$ "
0.2500	$\frac{1}{4}$ " + O 12"	12"	16"	19"	$21\frac{3}{4}$ "	30"	40"
0.2526	HO 22"	$12\frac{1}{8}$ "	$16\frac{1}{8}$ "	$19\frac{1}{4}$ "	22"	$30\frac{1}{4}$ "	$40\frac{3}{8}$ "
0.2756	HO 24"	$13\frac{1}{4}$ "	$17\frac{1}{8}$ "	21"	24"	33"	44"

Inches & Fractions of an inch to millimetres (mm)

NOTE: An inch is exactly 25.4 millimetres. The calculations in this table have been rounded using the following procedure:

□ The second and subsequent decimal places are ignored.

□ If the first decimal place is 4 or less then the whole number does not change.

□ If the first decimal place is 5 or more then the whole number is increased by one.

INCHES	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{3}{16}$	$\frac{1}{4}$	$\frac{5}{16}$	$\frac{3}{8}$	$\frac{7}{16}$	$\frac{1}{2}$	$\frac{9}{16}$	$\frac{5}{8}$	$\frac{11}{16}$	$\frac{3}{4}$	$\frac{13}{16}$	$\frac{7}{8}$	$\frac{15}{16}$
0	0	2	3	5	6	8	10	11	13	14	16	17	19	21	22	24
1	25	27	29	30	32	33	35	37	38	40	41	43	44	46	48	49
2	51	52	54	56	57	59	60	62	64	65	67	68	70	71	73	75
3	76	78	79	81	83	84	86	87	89	90	92	94	95	97	98	100
4	102	103	105	106	108	110	111	113	114	116	117	119	121	122	124	125
5	127	129	130	132	133	135	137	138	140	141	143	144	146	148	149	151
6	152	154	156	157	159	160	162	164	165	167	168	170	171	173	175	176
7	178	179	181	183	184	186	187	189	191	192	194	195	197	198	200	202
8	203	205	206	208	210	211	213	214	216	217	219	221	222	224	225	227
9	229	230	232	233	235	237	238	240	241	243	244	246	248	249	251	252
10	254	256	257	259	260	262	264	265	267	268	270	271	273	275	276	278
11	279	281	283	284	286	287	289	291	292	294	295	297	298	300	302	303
12	305	306	308	310	311	313	314	316	318	319	321	322	324	325	327	329
13	330	332	333	335	337	338	340	341	343	344	346	348	349	351	352	354
14	356	357	359	360	362	364	365	367	368	370	371	373	375	376	378	379
15	381	383	384	386	387	389	391	392	394	395	397	398	400	402	403	405
16	406	408	410	411	413	414	416	418	419	421	422	424	425	427	429	430
17	432	433	435	437	438	440	441	443	445	446	448	449	451	452	454	456
18	457	459	460	462	464	465	467	468	470	471	473	475	476	478	479	481
19	483	484	486	487	489	491	492	494	495	497	498	500	502	503	505	506
20	508	510	511	513	514	516	518	519	521	522	524	525	527	529	530	532
21	533	535	537	538	540	541	543	545	546	548	549	551	552	554	556	557
22	559	560	562	564	565	567	568	570	572	573	575	576	578	579	581	583
23	584	586	587	589	591	592	594	595	597	598	600	602	603	605	606	608
24	610	611	613	614	616	618	619	621	622	624	625	627	629	630	632	633
25	635	637	638	640	641	643	645	646	648	649	651	652	654	656	657	659
26	660	662	664	665	667	668	670	672	673	675	676	678	679	681	683	684
27	686	687	689	691	692	694	695	697	699	700	702	703	705	706	708	710
28	711	713	714	716	718	719	721	722	724	725	727	729	730	732	733	735
29	737	738	740	741	743	745	746	748	749	751	752	754	756	757	759	760
30	762	764	765	767	768	770	772	773	775	776	778	779	781	783	784	786
31	787	789	791	792	794	795	797	799	800	802	803	805	806	808	810	811
32	813	814	816	818	819	821	822	824	826	827	829	830	832	833	835	837
33	838	840	841	843	845	846	848	849	851	852	854	856	857	859	860	862
34	864	865	867	868	870	872	873	875	876	878	879	881	883	884	886	887
35	889	891	892	894	895	897	899	900	902	903	905	906	908	910	911	913
36	914	916	918	919	921	922	924	926	927	929	930	932	933	935	937	938
37	940	941	943	945	946	948	949	951	953	954	956	957	959	960	962	964
38	965	967	968	970	972	973	975	976	978	979	981	983	984	986	987	989
39	991	992	994	995	997	999	1000	1002	1003	1005	1006	1008	1010	1011	1013	1014
40	1016	1018	1019	1021	1022	1024	1026	1027	1029	1030	1032	1033	1035	1037	1038	1040
41	1041	1043	1045	1046	1048	1049	1051	1053	1054	1056	1057	1059	1060	1062	1064	1065
42	1067	1068	1070	1072	1073	1075	1076	1078	1080	1081	1083	1084	1086	1087	1089	1091
43	1092	1094	1095	1097	1099	1100	1102	1103	1105	1106	1108	1110	1111	1113	1114	1116
44	1118	1119	1121	1122	1124	1126	1127	1129	1130	1132	1133	1135	1137	1138	1140	1141
45	1143	1145	1146	1148	1149	1151	1153	1154	1156	1157	1159	1160	1162	1164	1165	1167
46	1168	1170	1172	1173	1175	1176	1178	1180	1181	1183	1184	1186	1187	1189	1191	1192
47	1194	1195	1197	1199	1200	1202	1203	1205	1207	1208	1210	1211	1213	1214	1216	1218
48	1219	1221	1222	1224	1226	1227	1229	1230	1232	1233	1235	1237	1238	1240	1241	1243
49	1245	1246	1248	1249	1251	1253	1254	1256	1257	1259	1260	1262	1264	1265	1267	1268
50	1270	1272	1273	1275	1276	1278	1280	1281	1283	1284	1286	1287	1289	1291	1292	1294
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57	1448	1449	1451	1453	1454	1456	1457	1459	1461	1462	1464	1465	1467	1468	1470	1472
58	1473	1475	1476	1478	1480	1481	1483	1484	1486	1487	1489	1491	1492	1494	1495	1497
59	1499	1500	1502	1503	1505	1507	1508	1510	1511	1513	1514	1516	1518	1519	1521	1522

Inches & fractions of an inch to millimetres (mm)

INCHES	0	$\frac{1}{16}$	$\frac{1}{8}$	$\frac{3}{16}$	$\frac{1}{4}$	$\frac{5}{16}$	$\frac{3}{8}$	$\frac{7}{16}$	$\frac{1}{2}$	$\frac{9}{16}$	$\frac{5}{8}$	$\frac{11}{16}$	$\frac{3}{4}$	$\frac{13}{16}$	$\frac{7}{8}$	$\frac{15}{16}$
60	1524	1526	1527	1529	1530	1532	1534	1535	1537	1538	1540	1541	1543	1545	1546	1548
61	1549	1551	1553	1554	1556	1557	1559	1561	1562	1564	1565	1567	1568	1570	1572	1573
62	1575	1576	1578	1580	1581	1583	1584	1586	1588	1589	1591	1592	1594	1595	1597	1599
63	1600	1602	1603	1605	1607	1608	1610	1611	1613	1614	1616	1618	1619	1621	1622	1624
64	1626	1627	1629	1630	1632	1634	1635	1637	1638	1640	1641	1643	1645	1646	1648	1649
65	1651	1653	1654	1656	1657	1659	1661	1662	1664	1665	1667	1668	1670	1672	1673	1675
66	1676	1678	1680	1681	1683	1684	1686	1688	1689	1691	1692	1694	1695	1697	1699	1700
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70	1778	1780	1781	1783	1784	1786	1788	1789	1791	1792	1794	1795	1797	1799	1800	1802
71	1803	1805	1807	1808	1810	1811	1813	1815	1816	1818	1819	1821	1822	1824	1826	1827
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76	1930	1932	1934	1935	1937	1938	1940	1942	1943	1945	1946	1948	1949	1951	1953	1954
77	1956	1957	1959	1961	1962	1964	1965	1967	1969	1970	1972	1973	1975	1976	1978	1980
78	1981	1983	1984	1986	1988	1989	1991	1992	1994	1995	1997	1999	2000	2002	2003	2005
79	2007	2008	2010	2011	2013	2015	2016	2018	2019	2021	2022	2024	2026	2027	2029	2030
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83	2108	2110	2111	2113	2115	2116	2118	2119	2121	2122	2124	2126	2127	2129	2130	2132
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117	2972	2973	2975	2977	2978	2980	2981	2983	2985	2986	2988	2989	2991	2992	2994	2996
118	2997	2999	3000	3002	3004	3005	3007	3008	3010	3011	3013	3015	3016	3018	3019	3021
119	3023	3024	3026	3027	3029	3031	3032	3034	3035	3037	3038	3040	3042	3043	3045	3046
120	3048	3050	3051	3053	3054	3056	3058	3059	3061	3062	3064	3065	3067	3069	3070	3072
121	3073	3075	3077	3078	3080	3081	3083	3085	3086	3088	3089	3091	3092	3094	3096	3097
122	3099	3100	3102	3104	3105	3107	3108	3110	3112	3113	3115	3116	3118	3119	3121	3123
123	3124	3126	3127	3129	3131	3132	3134	3135	3137	3138	3140	3142	3143	3145	3146	3148
124	3150	3151	3153	3154	3156	3158	3159	3161	3162	3164	3165	3167	3169	3170	3172	3173
125	3175	3177	3178	3180	3181	3183	3185	3186	3188	3189	3191	3192	3194	3196	3197	3199



Australian Model Railway Association

JOURNAL

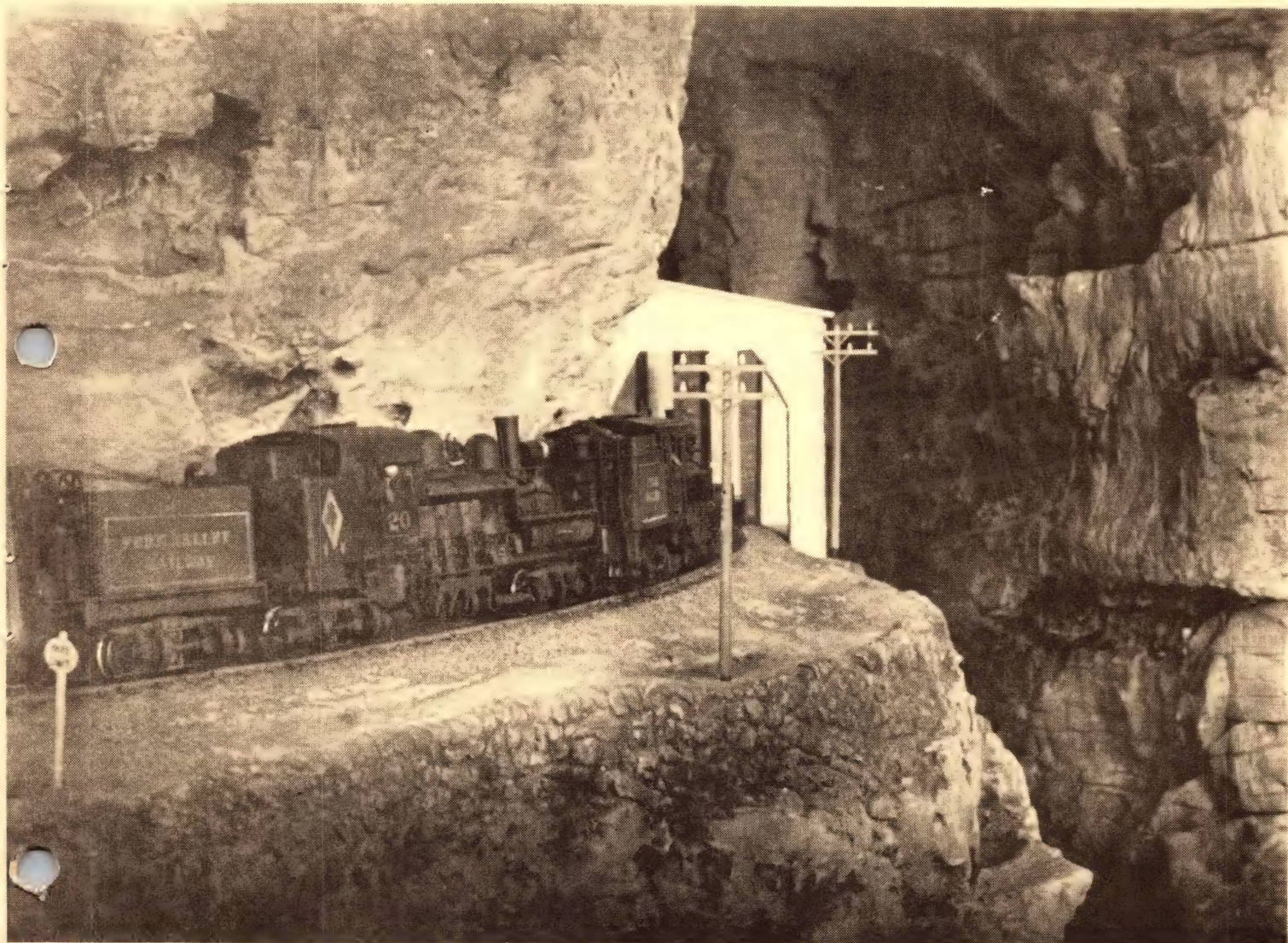
MAY — JUNE 1987

VOLUME 36

Registered by Australia Post
Publication No VBH 1367

NUMBER 178

AT ISSN 0045-0715



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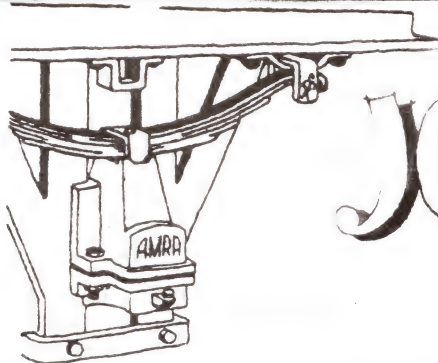
THE ENGINE SHED

S52

5 CARRINGTON ROAD

BOX HILL 3128

MODEL RAILWAY EQUIPMENT FOR ALL AGES



Editorial JOURNAL BOX

I managed to spend part of Easter looking at railways, both 12" to the foot and the more usual (and unusual) model railways. At Kyneton Station, the local enthusiasts group had two Walker rail cars and a Derm Trailer on show, and were ferrying the paying public down the line and back on motorised fettlers trolleys. The restoration job on the Derm Trailer was first class, and I guess the two Walkers will turn out equally well.

At Castlemaine we visited the model railway exhibition. The two things that stood out in my mind was, firstly, the admission tickets - which were printed by one of the firms printing railway tickets with 'Castlemaine Exhibition' in the place of the more usual destination, and a smallish layout by a younger member of the Club utilising TT track and rolling stock which was at least twice his age.

At Bendigo we visited their model railway exhibition which was held in the old School of Mines, now part of Bendigo TAFE. One layout was a new (to me) narrow gauge layout which displayed excellent potential, and alongside was a table top working layout constructed entirely of LEGO blocks. The feature layout was an excellent model of Kyneton Station and yards in HO scale.

On the Monday we managed to photograph R761 at the head of a steam rail special to Bendigo. I'm glad I was not a paying passenger, as at the time we took our photos, the train was about 80 minutes late, and would certainly have missed the parade at Bendigo.

The rest of the weekend was spent helping the building of my mate's new HO layout, with an occasional running session to test out controls and wiring.

Hardly a typical modellers weekend, but all the more enjoyable because of the variety.

Rex Little

On The Cover

This is a scene on Bill Cooper's 'Blue Mountains' style freelance HO layout. A pair of shays struggle through the mountains with a freight train.

Photo by Jack Parker

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THE FEDERAL SCENE

THE SECRETARY'S DESK

OR,

AS THE ROOSTER CROWS IN THE EARLY MORN,
IT PAYS TO ADVERTISE!

In Journal 176 Secretary's Desk, we asked for a volunteer to take over as Co-ordinator of Members' File.

At the NSW Branch AGM, it was my privilege to be asked to take the chair for the election of officers. Before the first nominations were called for, again the commercial - Volunteer wanted.

Who said Santa Claus was dead?

By the end of the NSW AGM, we had two volunteers, then, within a week of publication of Journal, another volunteer in the mail, followed a week or two later by another, with yet a further volunteer picked up by Norm Read in his travels.

On behalf of the Federal Committee and the Association, thanks and welcome to the team - Phil Lee and Harry Gibson of NSW, John Andrew and Bob Dall of Victoria.

At the April COM meeting, Phil Lee was appointed Chief Co-ordinator for the Members' File. Would any member having information for Members' File please forward same to Phil - see Members' File sheets, Journal 177 for address.

Well, that's NSW and Victoria represented, do we have any volunteers out there from West Australia or Queensland?

Also at the April COM meeting, Phil and Harry were co-opted on to the Federal COM.

As to the Constitutional Ballot - see our Returning Officer's Report elsewhere in Journal.

Yes, unfortunately, a few technical hitches.

Our printers wanted the information urgently for inclusion in Journal 177, and, in the haste to get the ballot papers away, the boxes intended to be next to the YES and NO were omitted. Having got the ballot papers, our printers then suffered a glitch which delayed publication of Journal. As the COM was not advised of the publication delay, no action could be taken to alter the closing date for the ballot.

Commendably, our Returning Officer, having taken complete control of the ballot after receipt of the ballot papers, exercised that seemingly rare commodity, common sense, and accepted all ballot papers received during the week following the advertised closing date.

On behalf of the COM, thanks to our Returning Officer and his Scrutineer for a job sensibly and capably carried out for the Association.

As to Computerised Typesetting/Desktop Publishing. Great idea - if you can afford it. Current guesstimated minimum cost, \$5000 for a system verging on obsolescence. To outlay this sort of money on equipment to be used six times per year could hardly be classed as a commercial decision. Add to this, an Association with NO guaranteed income - hardly good loan potential!

Well, we've done so well with volunteers to get Members' File moving, dare we risk seeking a volunteer 'Sugar Daddy'.

In closing, please refer to the final paragraph, Secretary's Desk, Journal 176.

Regards to all.

Phil Kelly

Mr Phil Kelly,
Federal Secretary,
Australian Model Railway Association,
20 Lee Street,
CONDEL PARK. 2200

PROPOSED AMENDMENTS TO CONSTITUTION AND ARTICLES OF ASSOCIATION.

Dear Phil,

In view of comments by some Members regarding late arrival of Ballot papers, all forms received by me up to and including 10th April, 1987 are included in the figures which appear hereunder.

The total number of Ballot forms received was 103.

CLAUSE	YES	NO	INFORMAL
2(c)	92	11	-
2(d)	94	9	-
6(d)	100	2	1
6(e)	101	2	-
7(e)	98	3	2
13(a)	93	10	-
13(e)	101	2	-
13(g)	97	6	-
14(a)	101	1	1
15(b)	102	1	-
15(c)	93	9	1
30(g)	96	5	2
30(h)	96	5	2
31(e)	98	1	4

Yours faithfully,

M.R. Goldrick

M.R. GOLDRICK
SCRUTINEER

Shale I. Nightingale

C.T. NIGHTINGALE
RETURNING OFFICER

FROM THE MANAGING EDITOR

Perhaps the one thing that distinguishes the Australian display layout scene is the growing number that are based on a particular prototype locality. Possibly the layout that started this trend was the famous 'Menangle'. A good example here in Victoria is 'Woodend'. Other layouts, while maybe not representing a particular station, are of a generic type that is recognisable. An example of this would be 'Bindiup'.

Some excellent examples of both types I have seen include 'Crafton', 'Malmsbury' and 'Bylong'.

Here in Victorian Branch, we have commenced a layout based on Kyneton. In any attempt to represent a locality, there must be research on the prototype. We have been lucky in obtaining plans for some of the buildings and a track plan of the area, but without seeing the real thing, we would only be creating a model that happened to have the same track plan of the original without being truly a miniature of the area being modelled.

We arranged a site inspection for Easter Sunday, and, in spite of the weather turning rather nasty, it should greatly enhance our chances of capturing the flavour of the area. I took 24 photographs of what would not normally be photographic subjects, but I hope they will assist me when I try to do some scenery work. I also took sketches of where the point rodding is located. The big problem is how to model it!

Even if you are not trying to model a particular prototype location, there is still much to be gained in field research. In my case, after having made some 40 sets of points, I discovered that I had been making the wingrails incorrectly! Now my latest efforts look much better.

So get out there with your notebokk and camera, and observe!

Roger Lloyd

REGISTRAR'S REPORT

A brief Registrar's Report as at 3 April 1987.

NSW & ACT	269	(283)
Victoria	266	(245)
Queensland	122	(101)
WA	152	(135)
SA & NT	3	(3)
Overseas	11	(11)
Total	823	(779)

Figures in brackets for same time last year.

HONORARY LIFE MEMBERS

UP TO 1987

Rick Richardson	1955
Tim Dunlop	1956
Mayer Levy	1967
Alan Wilson	1961
Arthur Harrold	1961
Margaret Dunlop	1972
Jack Treseder	1965
Cedric Rolfe	1970
Faith Dean	1972
Ernie Dean	1972
Norm Read	1973
Rex Little	1974
Maurie McKinnon	1976
June Dunn	1978
Stuart Westerman	1980
Bob Gorrell	1981
Mal Baker	1983

MERITORIOUS AWARDS

UP TO 1987

Bob Gorrell	1965	Simon Mead	1978
Ivor Bunker	1967	John Harry	1979
Alan Dowel	1969	Harold Warren	1979
Stephen Suggit	1969	Cec Wall	1979
Rex Little	1970	Jack Eagles	1979
Norm Read	1970	Ted Thoday	1980
Mal Baker	1971	Audrey Cornish	1980
Jack Treseder	1971	Ray Brownbill	1980
John Sneddon	1972	Bob Edwards	1981
John Dunn	1972	Graham Watson	1981
Graham Larmour	1972	Steve Malone	1982
Ken Down	1973	Alan Porter	1982
David Ellis	1973	Sturat Westerman	1982
Arthur Robinson	1974	Bob Wardrop	1982
Bruce Lovett	1974	Gordon Duncan	1983
Eric Doherty	1975	John Hill	1983
June Larmour	1975	Corinne Bunker	1983
Fyfe Thorpe	1976	John Martin	1983
Eric Lyon	1976	Keith Wilcox	1983
John Skilton	1976	Norm Chapple	1984
Keith Robinson	1976	Roger Lloyd	1984
Dot Treseder	1977	Val Hogan	1984
Tony Gray	1977	Bob Mawson	1984
Jim Christie	1977	Manfred Ebinger	1985
Jack Parker	1977	David Bennett	1985
Rup Ackland	1977	Gus Durham	1985
Bill Moorehouse	1978	Fred Green	1986
George Bray	1978	Bill Secker	1986
Arthur Hayes	1978	Stuart Wall	1986

HELP WANTED

The Federal Committee of Management has asked the Managing Editor and Editor of Journal to provide space for a new column titled 'HELP WANTED'. (or whatever you may think, Rex). Members are asked to send in their problems, and, hopefully, member(s) who are able to assist will take the time to write in with the answer to the problems.

Keith Wilcox
President

11 Woodlands View

The Editor
AMRA Journal
Dear Sir

Barnsley South Yorkshire
England S73 0ND

'Private Owner Wagons - Volume 3'
Oxford Publishing Company, Linen Back
134 Pages Retail Price - £5.95 Sterling

I am the author of the above book, published by OPC. Volumes 1 and 2 sold out of print at 3000 copies, but a poor sales performance by OPC over the last year or so has resulted in the sale of less than 2000 copies of the current volume. As a result, I have now purchased the entire stock and have taken over its distribution. I am well aware that there is a large group of British modelers 'down under' and I am sure there will be an interest in my book. It contains 109 illustrations of private owner wagons with details of liveries, dimensions and distribution. The book also contains a brief introduction to the coal fields of Britain and their markets.

While it would be feasible to send single copies abroad, it would be much easier in terms of cost, packing, customs clearance, insurance, etc, to send parcels of, say, 10 or 15 copies to one central point.

I would be interested to learn if your group would be prepared to take a batch of books, or, alternatively, if you would let me know of any dealers who would be prepared to take a parcel. Either way I could supply at a trade discount of 35% and carriage of approximately £2 per book.

I look forward to your reply, and remain

Yours faithfully
W Hudson

I would suggest that any interested members approach their State Branch COM, and that the Branches organise their own supplies. Freight will be the same from the UK to any Australian State Capital. Interstate freight costs could make the total cost unattractive.

Phil Kelly
Federal Secretary

WANTED

Peco 16.5 'Setrack' turnouts as follows:
Straight RH ST-240
Straight LH ST-241
Curved RH ST-242
Curved LH ST-243

In 'as new' or good condition.

Please reply by mail and indicate number available, along with a fixed or negotiable price to -

Terry Paton
Box 896
Queensland Agricultural College
LAWES Qld 4345

FARE — GO

by ERN RADDATZ

This is intended to be a short but irregular series of articles devoted to the armchair enthusiast in order to get him/her into planning and hopefully constructing a layout. The title is an acronym meaning Freelance Armchair Railway Exercises - Getting Operating. The theme behind this series can be taken from a line in the theme song of the TV show "Simon Townsend's Wonder World" - "let your mind run free."

No scale trackplans will be given because everybody's available space will be different and, besides, it is good exercise for the intending builder to draw up his/her own plans.

THE WINE ROAD

While perusing the overseas model railway magazines and trackplan books one should always keep in mind the possibility that a particular layout could be converted to an Australian theme. I was reminded of this while browsing through the Kalmbach book "Railroads You Can Model" (to be found on the shelves of all the Branch libraries, I hope). The layout in question was the "Bath and Hammondsport" which is a short line whose main freight traffic is wine from the wineries of New York state and I feel that this layout could be converted to an Australian theme - in particular a branch line of the South Australian Railways in, say, the Barossa Valley. (Call it Australian National if you must.)

The fiddle yard to terminus layout as shown in the book requires a large 4.80 by 3.90 metre space for HO scale and would need to be modified to suit the available space but I would retain the basic pattern.

Using whatever space is available the layout would begin at some concealed fiddle sidings to enter the layout at a small country station consisting of a platform road, main line and siding loop. Thence the line would pass through open country showing fields and vineyards. The next stop would be at a winery and the Kaiserstuhl winery well known to South Australians could be the prototype for this. The track layout here would be similar to that at the passing station, a main line with a loop road each side. From here it would be a short distance to the small terminus. A simple one because nothing elaborate is needed at the end of a minor country branchline.

All the required rolling stock for such a line is available in HO. One or two TRAX 830 diesels and a LIMA 44 or 930 class diesel converted to a true 930 is all the power that is required and if you are rich enough to run to a brass Rx, 620 or 520 you can keep these for running specials. A railcar would be essential and a suitable model is available from Broad Gauge Bodies.

Passenger stock, SAR and most VR freight stock are available from Broad Gauge Bodies and the balance of the VR freight can be got from Broad Gauge Models plus one or two LIMA 8300 brake vans. Any W.A. or N.S.W. bogies exchange stock can be purchased as required. A recommended balance of goods wagons would be 60% SAR, 30% VR and 10% foreign bogie exchange. Roundhouse 50 foot Pullman Sleepers can be converted to SAR Centenary coaches to work specials to the Kaiserstuhl winery sidings, a popular trip which I am not sure continues today under AN ownership. I have an idea that the Centenary coaches are not permitted to be used either but this should not deter the modeller running the trips. Articles showing the method of converting the Roundhouse coaches have appeared in AMRM and I hope most Branch libraries hold copies of this magazine.

I believe the 500 and 600 steel passenger coaches available in model form from Broad Gauge Bodies have also been withdrawn but if the layout is based in the SAR period these models would be essential. They could also be used in lieu of the Centenary cars. The Lima streamlined Australian coaches and baggage car could be used to represent the passenger stock that replaced the steel stock after these cars were withdrawn and flogged to a Victorian tourist operator.

For timetable operation the layout could be run in several time periods - steam, late steam, early diesel and late diesel eras.

In all eras the railcar would run between the terminal and junction (hidden sidings) a couple of times a day - once each way in the late diesel period. An Rx 4.6.0 or 740 2.8.2 would run freight in the steam era with an Rx and Centenary cars running once each way per day between the terminal and Adelaide (also in the hidden sidings). In the late steam era this train would be replaced by a 520 and steel cars. In both periods there would be no winery specials or foreign bogie exchange freight cars, only SAR and VR types.

In the early diesel period an 830 or 930 diesel would replace the steam engines and NSW bogie exchange freight cars would put in an appearance. In the late diesel period the through passenger train would disappear leaving only the railcar for passenger service, the winery specials would begin and WA and Commonwealth bogie exchange freight cars would be found. Movement of the special trips would be from the hidden sidings to the winery where the engine would uncouple and go to the terminal for turning etc returning to the winery to pick up the train and its, by now, happy passengers.

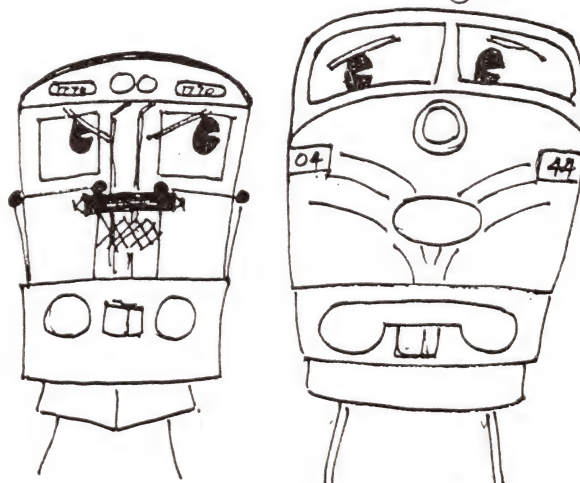
For the beginner or budget minded modeller this layout is ideal. Basing the time period as late diesel a TRAX 830 and BGB 'Milk Bar' railcar set would be all the motive power required to start with and two or three BGB 'steel cars' or Roundhouse 'Centenary' cars added for the special service. A LIMA 930 could be used as motive power for this train instead of an expensive brass engine (fire ban day could be used as the excuse) unless one really wanted steam outline on the special. A scratch-builder could add a Blue-Bird or Red Hen railcar set to run alternatively with the special set.

Other special services could be added as the modeller requires. Several years ago there was a series of articles in AMRM about VR and SAR horsebox vans and mention was made of several special tours organised by hunt clubs where horses and dogs were transported to country stations for fox hunts (as far as I can recall no foxes were involved) and this could be another special for the layout.

For the budget minded Victorian modeller a modern era VLine layout could be built by heavily grassing the track with saplings growing between the rails and placing a VLine bus in the terminal station, a private tour bus at the winery and VLine or licenced road trucks along the highway.

I am not sure if there is a suitable "location" for a similar branch line in other states where fermented grape juice is manufactured. Possibly a NSW member could nominate a suitable branchline in, say, the Hunter Valley but I cannot think of any in Victoria and there may be one in West Australia but the region around the Barossa seems to me to be the natural "home" for a layout along these lines. □

WHO'RE YOU
CALLIN' TICH?



Big Jim

MY ADVENTURE ON THE VR

by Jack Makin

It was a warm, sunny afternoon in the late summer of 1945 when I boarded the 'Military Train' at Spencer Street en route for Albury and Sydney, at which latter place I was to meet my wife who had never visited that city before for a few days' leave and sightseeing.

Our departure, no doubt behind one of the ubiquitous A2 class (I didn't check), was uneventful and continued so until we were past Seymour. Then, it began to rain; no ordinary drizzle, but a down pour which virtually obscured the fences beside the line. We continued, at seemingly unabated speed, past Avenel, and then, without warning, the brakes were applied, apparently 'full emergency'. The train ground and shuddered to a stop, and almost at the same moment, the rain cleared. Looking out from an open door, I saw that we were at the bottom of a hollow between two low ridges, and down that hollow a broad stream of water was pouring over the rails and between the carriage wheels. The sight of a small whirlpool, just below me, alarmed me with fears that the ballast and formation might be washing away, but later I concluded that I must have been just above the culvert which was supposed to take the run-off from the hollow.

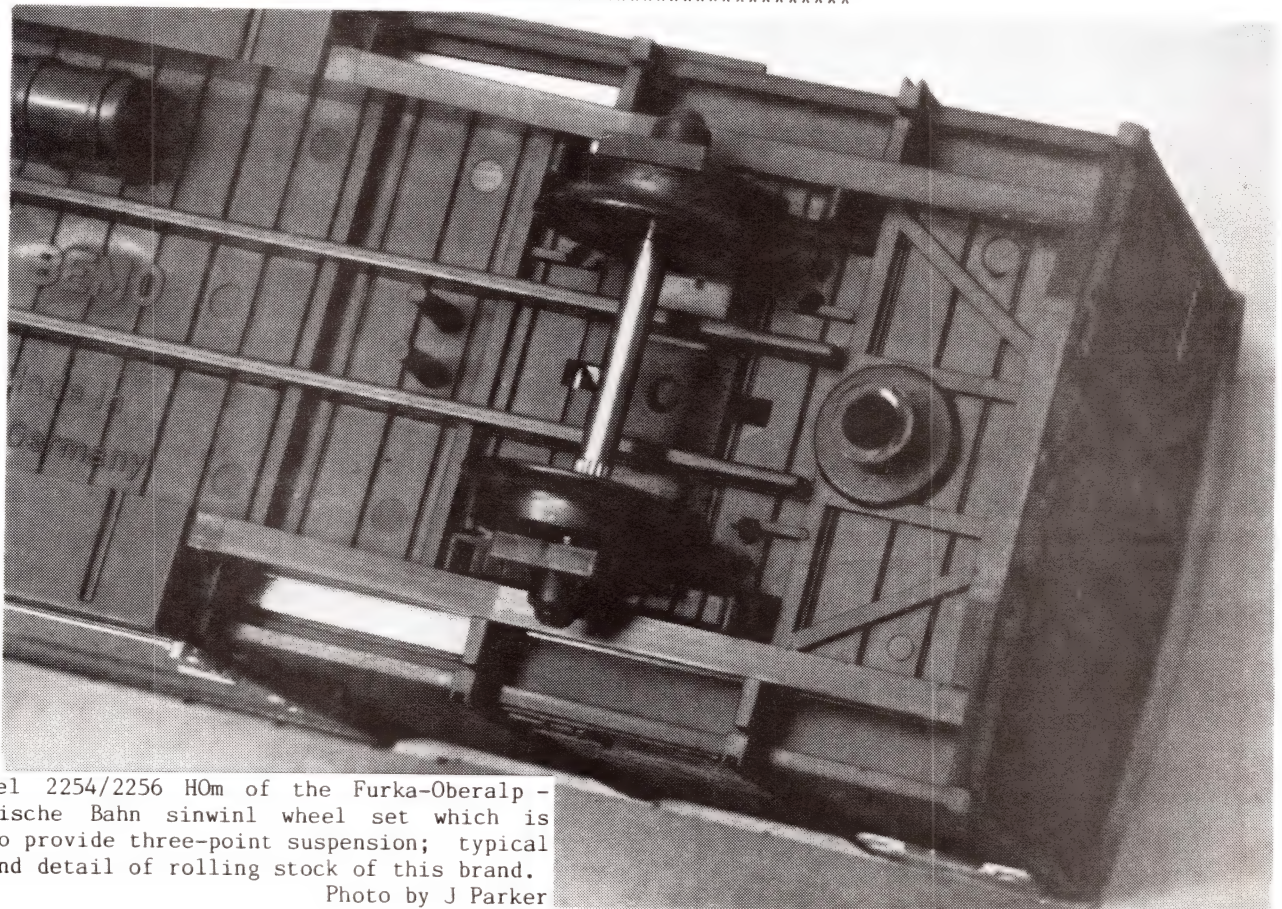
Presently we began to move again, still towards Albury, and progressed until the loco reached the top of the next ridge. Whatever the driver saw from there could not have reassured him, for, after a brief halt, we reversed, and, passing slowly through the water at length, pulled up at the Avenel platform. As word came that we would be held there for a while, there was an eruption of troops from the train, all making for the local store, for it was now after sundown, and we were getting peckish. My first thought

was to warn my wife that I would be delayed, so I made for the Post Office and banged loudly on the door (it was Sunday, remember). At length it was opened by a girl, to whom I explained that I wanted to send a telegram to Sydney. She told me that, as it was Sunday, she could not send one immediately, but if I liked to write one out, she would send it first thing in the morning. As that was quite satisfactory, I wrote my message and departed for the store. I found it deserted, and virtually sold out of provisions, but managed to secure a packet of Sao biscuits and a hunk of cheese, with which I returned to the train. Some of the chaps, who had gone forward to interview the driver, reported that he was badly shaken. Nothing like that had happened to him in 40 years of service, and his first indication of trouble came when a sheet of water flew over the cab roof.

Expecting a night in the train, we made ourselves as comfortable as we could, being all seasoned train travellers in those days. I found a space on the floor, but did not sleep. Soon after our return, the train moved off again, still in the direction of Melbourne, and finally pulled up in the yard at Seymour.

Sometime in the small hours, we set off again, this time towards Albury, which we reached some time in the morning, and transferred to the NSW train. It sped us smartly through the Riverina and over the Southern Tablelands to Sydney, which we reached soon after dark, and where I was soon reunited with my wife.

And so ended my only adventure on the VR. I wonder if any of the older members of AMRA were on that trip. If so, they might add something to this account.



BEMO Model 2254/2256 HOm of the Furka-Oberalp-Bahn/Rhatische Bahn sinwinl wheel set which is pivoted to provide three-point suspension; typical quality and detail of rolling stock of this brand.

Photo by J Parker

MORE MATCHBOX MODELS

Ha! Ha! You thought that Nonny's epic had fallen by the wayside when it did not appear in the last issue. Well, you were wrong! Nonny now wants to take you by the hand through the Models of Yesteryear series. Here goes.....

CAT NO	YEAR OF INTRODUCTION	DESCRIPTION	COLOUR(S)	SCALE (OR LENGTH)
Y-1	1956	1925 Allchin Traction Engine	Green and red	1/80
	1964	1911 Model 'T' Ford	Red and silver (White in 1973)	1/42
	1977	1936 Jaguar SS 100	White (Light blue in 1979, Dark green in 1982)	1/42 or 1/38 (?)
Y-2	1956	1911 'B' Type London Bus	Red	1/100
	1964	1911 Renault two-seater	Metallic green	1/40
	1970	1914 Prince Henry Vauxhall	Red (Blue in 1973, Red again in 1979)	1/47
	1985	1930 4.5 litre Bentley	Green	?
Y-3	1956	1907 London 'E' class tram	Red	1/130
	1966	1910 Benz Limousine	Cream (Light Green in 1968, Dark green in 1970)	
	1973	1934 Riley MPH	Metallic red (Blue in 1979)	1/35
	1981	1912 Ford Model 'T' Tanker (Liveries: 1981 BP 1982 Zerolene 1983 Express Dairy 1984 Carnation Farms 1986 Castrol)	Various Green boxy, red tank Green body and tank Blue body and tank Cream body, red tank Green body and tank	1/35
Y-4	1956	Sentinel Stream Wagon	Blue	1/100
	1960	1905 Shand-Mason horse-drawn Fire Engine	Red	1/63
	1967	1909 Opel Coupe	White (Orange in 1973)	1/38
	1976	1930 Duesenberg Model J Town Car	Metallic red (Green in 1979)	1/43
Y05	1957	1929 Le Mans Bentley	Green	1/55
	1962	1929 4½ litre Bentley	Metallic Green	1/52
	1969	1907 Peugeot	Yellow (Bronze in 1974)	1/43
	1978	1927 Talbot Van (Liveries: 1978 Liptons Tea 1978 Chocolate Menier 1980 Liptons Tea 1980 Taystee Bread 1981 Nestles 1982 Chivers Jams and Jellies 1982 Wright's Coal Tar Soap 1983 Ever Ready batteries 1984 Dunlop Tyres 1985 Rose's Cordial)	Various Green Blue Green Yellow Blue Cream Brown Blue Blue Green and cream	1/47
Y-6	1957	1915 AEC 'Y' Type Truck	Grey (Osram)	1/100
	1961	1923 Type 35 Bugatti	Blue (Red in 1964)	1/46 (48?)
	1967	1913 Cadillac	Gold (Green in 1973)	1/48
	1977	1920 Rolls Royce Fire Engine	Red	1/48
Y-7	1957	Four-Ton Leyland Van	Red-brown (Jacobs Biscuits)	1/100
	1961	1913 Mercer Runabout	Lilac (Yellow in 1965)	1/48
	1968	1912 Rolls Royce	Silver (Gold in 1974, Yellow in 1979)	1/48
	1985	Breakdown Van	Red	

CAT NO	YEAR OF INTRODUCTION	DESCRIPTION	COLOUR(S)	SCALE (OR LENGTH)
Y-8	1958	1926 Morris Cowley 'Bullnose'	Tan	1/50
	1962	1914 Sunbeam Motorcycle and Sidecar	Silver	1/34
	1969	1914 Stutz	Red (Blue in 1973)	1/48
	1978	1945 MG, TC Sports Car	Green (Red in 1981, Blue in 1983, Cream in 1984)	1/35
Y-9	1958	1924 Fowler 'Big Lion' Showman's Engine	Chocolate brown (Pale maroon in 1959, Bright red in 1961)	1/80
	1968	1912 Simplex (apparently withdrawn in the early 1980s)	Yellow-green (Gold in 1971, Red in 1974)	1/48

(TO BE CONTINUED)

'ALLO! 'ALLO!

by ERN RADDATZ

A Railway For All Seasons Those who have been members for the past two or three years will be familiar with my **Have You Read** column which appears from time to time. My particular interest, going back some twenty years now, is with the railways of France and I get the two magazines that I review in my column in an endeavour to get as much information about the above railways as I can. But I, like many other railway enthusiasts, have a taste for all railways from quarry tramways up.

Because of its coverage **Continental Modeller** is one of the better magazines for the enthusiast with a catholic taste, in fact I do not know of another magazine which ranges over such a wide field. Certainly none of the American papers range so widely and appear to believe that they are daring when they publish an article on a foreign subject. During 1985 and 1986 the **Continental Modeller** described 36 layouts, 27 being European in one form or another, five American or Canadian, three African and one Japanese. The magazine has taken the reader to the island of Mallorca, to Spain, Italy and other places to look at their railways. The model scene in Brazil and the USSR has been looked at and articles have been printed on modelling locomotives from Holland and Argentina.

Unfortunately little has appeared about the Australian scene; the only mention of an Australian prototype layout was a few photographs from the publishers files of a Sydney based O scale layout that appeared several years earlier in **Railway Modeller**. A chap from Tasmania had an article about his layout (which has been featured in AMRM) but this is on a German theme and so doesn't count. Possibly modellers of Australian layouts either prefer to keep them secret or feel that only AMRM can do them justice. Certainly Journal gets to print little on Australian layouts so I suppose there is not much chance of them appearing in an overseas paper.

But I digress. Because of my interest in all railways, both large and small, I have occasionally considered planning a freelance layout which would include features that I like combined in a logical and workable fashion. Prussian and Paris-Orleans steam locos (but not the compounds), American world export diesels, British passenger cars, Victorian and South Australian freight stock, for instance.

Not such an unworkable combination as you might imagine. Most railway systems outside of Europe and North America show the influence of British, American and European construction. Even the railways of Australia to a certain extent are a combination of American and British features overlaid with a local flavour that has given them a panache all of their own.

There exists a railway that could be the prototype for all freelance model railways. On a layout based on this prototype one could have the Hornby 8F, Roundhouse 4.6.0's, Athearn diesels, Piko East German coaches, Airfix British Mk 11 passenger cars, British Southern Railway goods

brake vans along with camel wagons, Baldwin and Hunslet WD 2'0" gauge 4.6.0T's as modelled by Gem and Langley Models and British "colonial" locomotives which could be converted from Hornby and Dapol models.

And where do you find all this? In Israel. You can find this fascinating railway described in close detail from its beginnings as a metre gauge track running from Jaffa to Jerusalem through its golden years as the Palestine Railways with through trains from Cairo and connections to Beirut to the present day truncated system in the book **"The Railways of Palestine and Israel"**.

Written by Paul Cotterell the book describes the history, which at times - quite obviously - is rather exciting of all lines in the region from short lived narrow gauge lines and obscure industrials to the present day standard system with the exception of the Hedjaz Railway which to be covered in a separate volume. The locomotives and stock are fully covered by photos and drawings which are worth the price of the book alone and there are plenty of maps and timetables. Enough material to allow the construction of a fascinating layout.

Many anecdotes are included and I rather liked mention of the between the world war times when Palestine was a British mandate. It appears that that British officials had something going that our Australian bureaucrats have yet to discover. These officials always took the Sabbath off; not only the Christian but the Jewish and Moslem as well, talk about the Land of the Long Weekend.

Even if one is not interested in building a model of such a railway the book is a jolly good read and should be on the shelves of all Branch libraries. My copy came from the ARHS Bookshop in Sydney and costs \$37.50 plus postage and handling.

LONG GONE STEAM Browsing through the shelves of your Branch library can be a rewarding experience. This happened to me recently at the Victorian branch when I came across a book written sometime during the first decade of the present century. Authored by Chas. S. Lake and entitled **"The World's Locomotives"** it describes the steam locomotive state-of-the-art at that time. While most of the book concentrates on British construction (as a British publication usually does just as American books deal with America and German Germany) other countries come in for a mention as well. In the section dealing with Colonial and Indian locomotives can be found Australian, Canadian and South African stock. Using the racism of the times we can find that in India locomotives can be built using native labour but under British supervision. The Australian engines mentioned are two 4.4.0's of the South Australian Railways (S broad gauge and 2 narrow gauge) and a 4.6.4T of the New South Wales Railways. The NSW engines were Beyer Peacock engines while the other types were built by John Martins of Gawler - no mention is made if British supervision was required.

Long out of print it is still quite a good read and can be found in the Victorian branch library.

HAVE YOU READ ?

BY ERN RADDATZ

CONTINENTAL MODELLER - NOVEMBER/DECEMBER 1986

Geislingen (Steigel), Railway of the Month and an N scale layout based on a South German situation: Slotted angle baseboards using good old Dexion: Turntable for N gauge modifying the Peco N scale turntable for continental use and is a suitable article for ringing the changes to get a more suitable Aussie turntable: Ferrocarril de Mallorca-3 could be subtitled variations on a Z van but it deals with the passenger and goods rolling stock and rail cars of that Spanish island railway: Historic Dutch Locomotives-2, Holland Rly saddle tank, rebuilding an Airfix 'Pug': Dutch tram engine for HOe which would look good running on that well-known Victorian layout: Beckingen-Saar a German station worth modelling: Electronics and model railways looking at the Maerklin Digital-80 and Fleischmann Eva systems: 'Through deep valleys to great heights' - in N! a massive German mountain layout built in Germany: Prototype Scene-22 photos of Thai steam: Great American diesels-1 ALCO DL-109, looking at the prototype and the available models: Western Maryland Consolidation for N Scale converting the Rivarossi IHB 0-8-0: Telex coupling conversion for Primex locos, Primex is the brand name for former and/or simplified Maerklin items sold through supermarkets in Europe but not well-known (unfortunately) in Australia: Polish OKx32 locomotive about a little known (in Australia) prototype: Pioneer Hungarian electric for II an article well-worth reading by anyone contemplating modelling in any scale following any prototype: Rack railways for the modeller looking at rack systems in Austria and Switzerland:

CONTINENTAL MODELLER - JANUARY/FEBRUARY 1987

Wintertal, HQ, Railway of the Month and a Britishbuilt Swiss layout set in a winter landscape and the colour centre pages shows how well the snow has been modelled: Soviet experimental steam super-power and a look at Russia's experimental monsters from the 4-14-4 onwards, well-worth the read: Fleischmann 100 the centenary of that well-known German firm: Historic Dutch locomotives - 8 Two small tanks using Lilliput and Fleischmann models as the base: SAR Parcel Train in HQ, no, not an Aussie article, the SAR referred to is South African Railways and is about converting the Lima SAR suburban coaches. In Victoria a number of modellers have used these models for conversion to Victorian Railways suburban stock:

Zittau-Oybin-Jonsdorf a look at this East German narrow gauge railway that uses 2-10-2 tanks on it's 750mm z gauge tracks. A minitrix chassis is used by East german modellers for models of this loco: UIC identification codes (freight) = Part 1 how to read that small lettering on the side of your European freight cars: Kingfield, Salem and Madrid Lakes, a narrow gauge railway set in the US New England country and built in the little-used 00n2: Ferrocarril de Mallorca = 4 and looking at the structures used:

EUROMODEL RAIL REVIEW -24

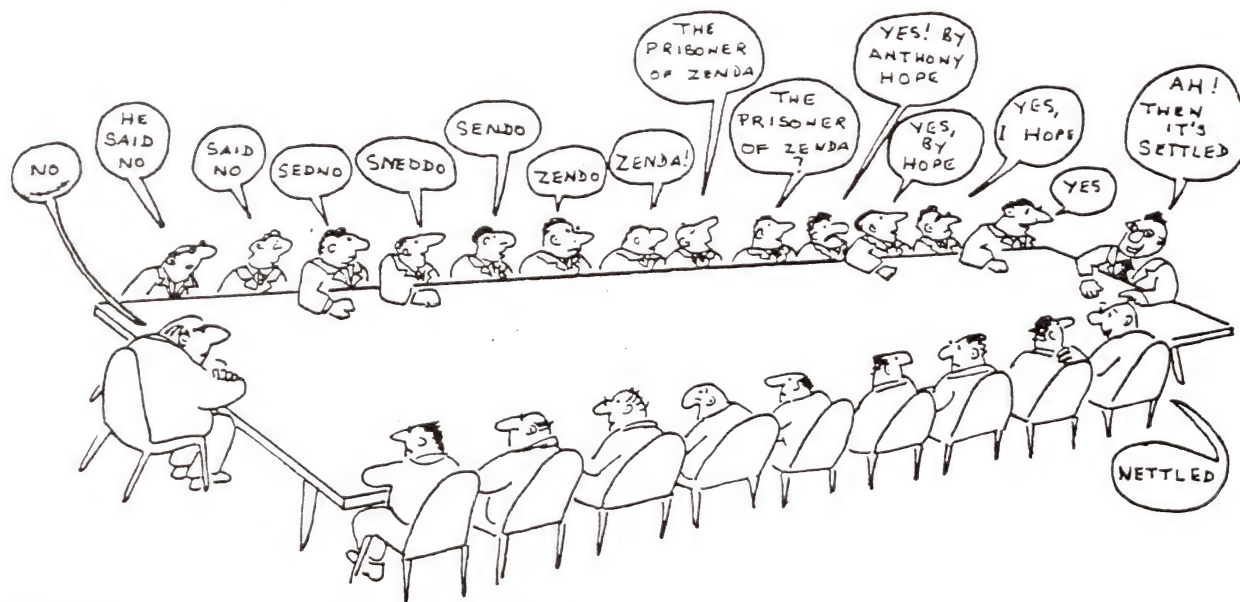
Rhineside Experience taking a holiday visit to St Goar and St Goarhausen in Germany: SBB Krokodil and a look at the Prototype and the new Roco model in HO: The Glaserer Zug being the DB's Panoramic railcar's return to service, a model of which is available from Roco: Update = DR narrow gauge, a look at current narrow gauge steam operation in East Germany, including colour photos on the centre pages: Update = DR diesels, a review of the changes taking place in East Germany as electrification and an extensive diesel rebuilding program takes place: 150 years of Austrian Railways and a review of the OBB's celebration plans:

EUROMODEL RAIL REVUE - 25

The first issue of the new look magazine with its new cover and all photos inside in colour and, naturally, a steep increase in price. I will wait a few issues before I decide the changes are worth the new price as one should not judge these things on one issue. Look at what happened with Journal when it was first published and printed by Vicprint. Many members went over the top before the print team had time to settle into their new task.

Rhaetische Bahn -Part 1- By the back way to St Moritz. Landquart- Davos- Filisur. : The New DB Class 428/928 Railcars - The DB's latest diesel railcar set. : Z makes it possible -A superb SBB alpine diorama in Z gauge in a space 1.30 m long x 60cm high x 30cm wide. : SPOORWEG JOURNAL and MONDO FERROVIARIO - Reviews of these Belgian and Italian prototype and model railway magazines. : Railways in the Austrian Waldviertel - A look at a narrow gauge network in Austria. : DB = The New Colours -A first look at the new colours being used by the DB. Sun glasses are now a requirement when travelling DB. : DB diesels in the snow - Winter scenes on the German railways. : Maerklin '82 - News of the Maerklin programme for 1987. : Nurnberg 1982 - a full colour review of the new models on show at the Nurnberg Toy Fair.

COMMUNICATING



STATE**NEWS**

NSW.

FROM THE PRESIDENT

Layout operation continues to attract the largest attendance at meetings, and, it is for this reason that it features so prominently in the Branch program.

In line with the policy of providing an extra activity in those months that have a fifth weekend, an outing to the Model Park on Sunday 31 May and a dinner at the Clubrooms on Saturday 29 August have been included in the program.

The possibility of further visits to live steam layouts is being investigated, and they will no doubt be included in the program later in the year. The COM would be pleased to receive comments on and further suggestions for inclusion in the program.

Perhaps it is a sign of the times, or possibly age, that a number of members, including Fred Green, Graham Larmour and myself have all suffered heart attacks in recent months, but it is good to report that all are currently making a good recovery.

Finally, I would remind all members that what you gain from membership in any Club or organisation depends largely on what you contribute to its activities.

Looking forward to seeing you at future meetings.

Bob Wardrop
President

LAYOUT REPORTSO GAUGE REPORT

Scenery is slowly appearing in various areas. An oil depot is taking shape, and to keep the site workers happy, a pub has appeared and is open for business.

The Branch must have missed out in the last Budget and work has ceased. The workers have been transferred to the HO project.

All that is needed on the Branch is the sorting out and connecting of various wires. It is not always easy to follow someone else's diagrams, especially when they use different symbols, but one day, when it is quiet (most Wednesdays could be confused with Paddy's market), it may be possible to put the finishing touches to the extension and train services can operate at long last.

With the reverse design, it will give the operator something to think about when shunting trains around, and will 'sort the sheep from the goats', as the saying goes.

Norm Read

HO LAYOUT REPORT

Hawkesbury has been set up in the main hall and continues to provide the main operating interest. The modified wall layout is also in use. Construction of the new HO layout is proceeding apace, and your COM is holding special planning meetings to keep planning well ahead of construction.

The layout is being built to a modified version of Plan A (as previously published), with an additional return loop added. A continuous run of at least 50 metres will be available.

Bob Wardrop

N SCALE REPORT

I apologise sincerely and profusely. The temptation is just too great. I succumb yet again to a mental hibernation at the typewriter, divorcing myself from the constructive buzz around me. This is AMRA at its best, I have decided.

It is a typical work night for us N gauge fanatics. Changing to Tuesday nights was the best working decision we've made. We can disturb and be disturbed by no other group.

John Lischeld, the most valuable institution since Lima, is at the moment showing Dave Bennett how to complete his multiple-turnout pointwork. A one-off curved point has already been constructed. This replaced a previously planned double slip, which "didn't present that much of a problem" according to our resident expert.

But hand-laid pointwork is not all the rage. 'Doing a jig' has taken on quite another meaning around here - hours of focusing on a tiny piece of aluminium to save AMRA many dollars. The innovation and skill which John has donated to our project has to be seen to be believed. Everyone has had a go at mass-producing points.

Naturally, while all this furious activity has been taking place away from the baseboards, the impression among those in positions of ignorance is that not much has been happening. Gentle reader, only we know how wrong they are.

But even a casual inspection of the layout will reveal change. Indeed, Keith Cooper, another valuable non- (ex-) member, is happily destroying hours of labour by inserting nylon track joiners where they should have been laid in the first place! Of course this is fun because track must be ripped up.

So I sit typing this report, ignoring all this progress. Look what I am missing!

Glenn Watson

VIDEO NIGHT

Friday 27 March featured two videos made available to us by the Southern Cross Model Railway Association. There were: 'A Linside Look at Model Railways' and 'How to Build a Model Railway'. Both videos were professionally produced in the United Kingdom. The content, presentation and sound was of the highest quality, and all members present appreciated the beautiful layouts that were featured.

MODELLING COMPETITION

The modelling competition on Saturday 4 April was another success, as far as the number of entries was concerned. Twelve entries from five modellers were on display. James McInerney proved an inspiration to all, scoring very highly with his standard NSW goods shed, lamp room and toilet building, SHG brake van, BWH hopper wagon and FO wagon. All the rolling stock was heavily modified and superdetailed kits which demonstrated a high standard of knowledge and research. The buildings were entirely scratchbuilt. James' models scored best in the placings based on scores.

But the other modellers did not suffer by comparison. Ross Stell offered his usual admirable standard with three NHGF wagons and a very neat NSWGR Z19 loco. Roy Howarth displayed his increasing prowess with nicely detailed MHO and MHG brake vans and a 44 class. Brett Watson boosted his reputation at the Junior Modeller with his Trax NSWGR MBC box car from the 1960s.

Unfortunately, the day was marred slightly by the judging. One judge in particular gave marks and comments that were flippant, careless, and, in one case, offensive. The comprehensive instructions accompanying the new entry forms were obviously not even glanced at. Such individuals can only harm their own reputation and that of AMRA. But everyone was treated to quite a display of how good our younger AMRA modellers are getting. The next modelling competition is scheduled for 4 July, so be there and be square (with your joins I mean).

VIDEO NIGHTS

The videos to be shown on 23 May and 24 July have been made available by SCMR.

23 May

'Building Model Railroad Scenery with the Experts' and 'Weathering Railroad Models' are professionally produced by the Kalmbach organisation in the United States. There is always something new to be learned from these innovative modellers. The videos are of a very high standard.

24 July

'Airbrushing for Model Railroaders' and 'Video Layout Tour No 1' will be shown, also by Kalmbach.

CLUB DINNER

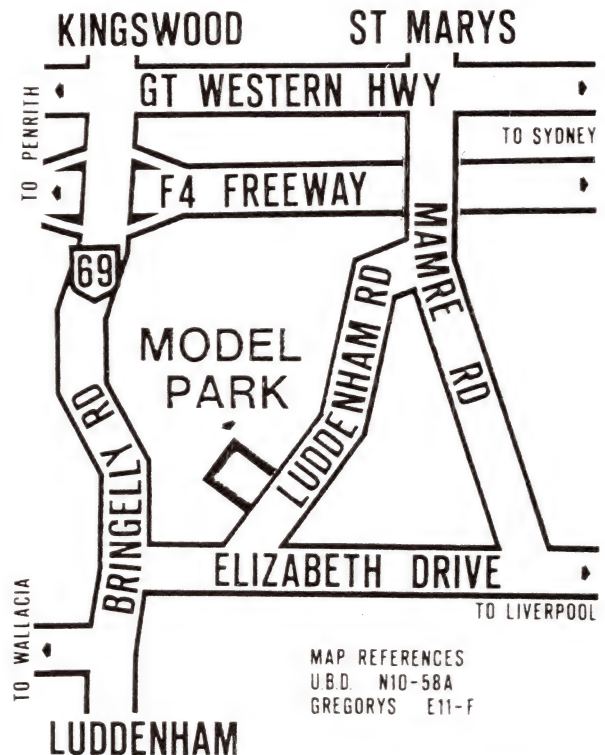
On Saturday 29 August, a Club dinner will be held, again at the Clubrooms. This is an extra meeting, it being a fifth Saturday. It will again be catered for. The cost will again be under \$10 per head. The number of seats is always limited by the catering and the size of the Clubrooms, so let any member of the Committee know if you plan to attend. Full details in the next issue of Smoke Signals.

VISIT TO MODEL PARK AT LUDDENHAM

The Model Park at Luddenham is owned and operated by the Sydney Society of Model Engineers. It features models ranging from live steam, slot cars, glides, power planes, tether cars, model boats need I say more set you drooling?

AMRA has very wisely scheduled a visit to Model Park - keep in mind Sunday 31 May. The charges have increased recently and they now stand at - \$5 per vehicle and \$2.50 per person on foot. (Presumably if one hops around this charge is even further reduced.) The map is reproduced on these pages for your convenience - which reminds me, the Park has all amenities provided.

It is bound to be an enjoyable day - the Park is just big enough to lose a niece or nephew for a few hours.



AUCTION

On 16 May another AMRA NSW Branch auction will be held. The usual rules apply - all items must be catalogued by 2 pm to give prospective buyers a chance to inspect the goods they will be bidding for. AMRA will take as commission 10% of the price paid by the buyer.

It's always busy at auction time - bring your preloved railway items, or your money, or both. Come along just to watch auctioneer Phil Kelly practise his art!

CLUB COATS

Orders are still being taken for the next batch of Club coats as worn by some members at exhibitions and the like. These coats look smart and improve the image of the Association when worn at functions where AMRA is represented by its members. The coats are short sleeved with a zip front, made of brown material and with the AMRA logo in gold and silver on the right hand breast pocket. The member's name is embroidered in gold script above the pocket. The coat is approximately \$40 (coat \$24, embroidery \$16).

Members wishing to obtain a coat should supply correct spelling of their name and their chest size to Bob Wardrop.

PROGRAMMAY

- 22 Fri Video Clinics
 1 Kalmbach - Building model railway scenery with the experts
 2 Kalmbach - Weathering railroad models
- 31 Sun Visit to Model Park at Luddenham

JUNE

- 6 Sat Layout Operation
 12 Fri Layout Operation
 20 Sat Open Day - 2 to 5.30 pm
 27 Fri Video Night - Members' Tapes

JULY

- 4 Sat Modelling Competition and Layout Operation
 10 Fri Layout Operation
 18 Sat Auction
 24 Fri Video Clinics
 1 Kalmbach - Airbrushing for model railroaders
 2 Kalmbach - Video layout tour No 1

NOTE: Operation of models is not permitted during other programmed activities, but maybe sanctioned by the COM after the end of such activities - time permitting.

Meetings at Clubrooms, Chapel Lane, Rockdale, are held on the 1st and 3rd Saturdays and 2nd and 4th Fridays. Meetings, unless otherwise specified, are as follows:

Fridays 7.30 - 11 pm
 Saturdays 2 - 5.30 pm

NOTE: AMRA (NSW) Clubrooms telephone number is: 59 1899

SALES CUPBOARD

Listed below are items for sale at the Clubrooms:

Pack of 12 needle files	\$11.00
T type tap wrench 1/16" - 3/16"	\$6.00
Low temperature solder -	
. resin cored, larger quantity	\$1.50
. resin cored, smaller quantity	\$1.00
. solid (no flux)	\$1.00

White PVA glue (litre) \$4.50
 (this represents a significant saving compared to the retail price)

Also, we are still taking orders for the acetone used to clean epoxy kits. Brass sheeting and H-beams are still able to be ordered by members as well.

OPEN DAY

The Open Day on 20 June will feature 0 gauge and Hawkesbury layouts set up to look beautiful for members of the public to see. There is always a good turnout for Open Days and many members take the opportunity to display their models on the 'prettied up' layouts. So if you don't often get the chance to see AMRA Clubrooms preening their feathers, now is the time to do so in an exhibition-like atmosphere. The official opening time is 2 pm, but if you are involved, please be slightly earlier.

THE END OF THE LINE

It is with regret that we announce the recent passing of two NSW members, Alan Preston and Ken Richardson.

Alan, until recent years, would always be found helping in the food part of our Exhibitions and gave several clinics on scratchbuilding buildings; he was a driving force in getting an N gauge layout in operation.

Alan at one time ran a catering business, and on retiring from that, presented the Branch with a great deal of crockery, which is still in use, plus several trestle tables.

His cheery personality was missed when ill health prevented him from regular attendance.

Ken Richardson was not a regular attender, much too busy with his Exhibition layouts. We will long remember his 'Wells Street', a layout that would be hard to beat for concentrated action, with EMUs and country trains in every consist that appeared on Sydney tracks.

The next project he built was Hurstville, miniature in HO; a real eye-catcher at exhibitions.

The hobby is the poorer with the passing of these two men, and our sympathies are extended to both families.

NEPEAN SUB-BRANCH OF AMRA (NSW)13TH ANNUAL GENERAL MEETING

The 13th Annual General Meeting of the Nepean Sub-Branch of AMRA (NSW Branch) was held at the St Mary's Arts and Crafts Centre on Saturday 28 February 1987.

The meeting opened at 1933 hours, and after the reading of the minutes and reports for the previous year, all positions were declared vacant.

Col Steele chaired the meeting in the absence of Keith Wilcox and Norm Read (apologies received) and conducted the election of office bearers for the ensuing year.

The election resulted in the following office bearers being elected:

President	Alan Gould
Vice President	Steve Chapman
Treasurer	Mike Guest
Secretary	Eric Bourne
Committee	Peter Eades Gavin Stevens Chris Bourne

A full Committee once again being elected. Welcome to the new members.

The meeting closed at 2100 hours.

Progress is being made on a further N gauge layout and a couple more HO modules are close to being completed and ready for use at exhibitions by the Club.

Eric Bourne
HONORARY SECRETARY

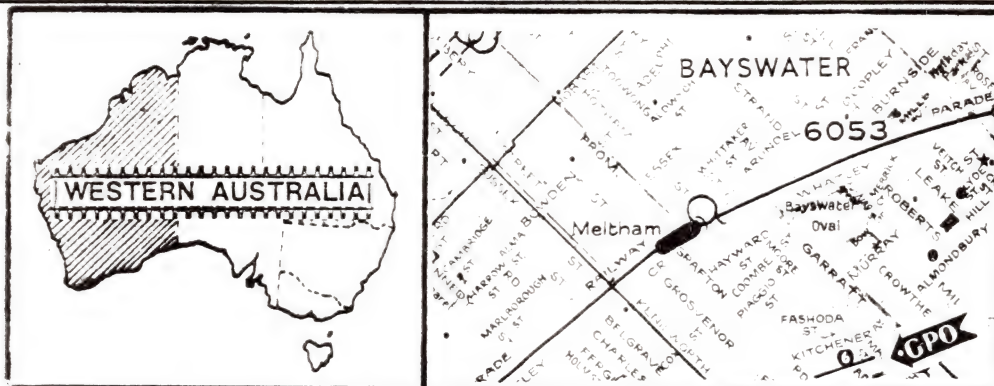
PROGRAM : JULY TO DECEMBER 1987

Saturday 11 July - Scenery for layouts
 Saturday 8 August - Electronics for model railways
 Saturday 12 September - Locomotive maintenance
 Saturday 10 October - Operation of layouts
 Saturday 14 November - N gauge layout operation
 Saturday 12 December - Christmas get together at Hall (final for year)

MEETINGS

2nd Saturday of each month at 7 pm at St Marys Arts and Crafts Centre, Mamre Road, St Marys.

A Gould - President	E Bourne - Secretary
Phone (02) 602 0098	2 Longdon Close
	SOUTH PENRITH 2750



PROGRAM

MAY

- 27 Wed Exhibition Preparations
This includes loading up the barricade materials, the AMC modules, whichever of the layouts is going to the Exhibition and all the thousand and one other details which are involved in putting on a Model Railway Exhibition - your help will be needed (probably in several places at once!).
- 29 Fri Exhibition Setting-up
30 Sat) Model Railway Exhibition at the Wool
31 Sun) Pavilion, Claremont Showgrounds

JUNE

- 1 Mon Model Railway Exhibition at the Wool Pavilion, Claremont Showgrounds
6 Sat Tidying up the Clubrooms at the the Exhibition
On Monday 1 June, everything will have been dumped at Meltham; today, we'll sort things out, tidy up, etc.
- 10 Wed Exhibition Post Mortem
Now is your chance to hear whether the Model Railway Exhibition was a success and why - and to tell everyone what you thought about it - or any particular features of it.
- 15 Mon General Club Activities
20 Sat General Club Activities
24 Wed Bring and Show
Bring along some new book, kit, assembled kit, model or dingus and show us what it's all about. (Nonny wants to know what a 'dingus' is. Everybody knows what a 'dingus' is, don't they? Ed.)
- 29 Mon General Club Activities

TIMES OF MEETINGS ARE AS FOLLOWS:

Mondays and Wednesdays	8 pm
Saturdays	2 pm

All meetings are held in the Branch Clubrooms which are on Meltham Station, unless otherwise stated. The rooms will be open at least 15 minutes earlier than the abovementioned times. Visitors are welcome.

LAYOUT NOTES

Haltwhistle (00 scale layout)

Members will have noticed a number of Halt-whistle layout maintenance days scheduled over the past couple of months. Several jobs have been addressed on these occasions, including repairs to cracks in the scenery and the replacement of cables to some of the hand-held controllers. There is still a substantial number of repair jobs to attend to in the future to maintain the layout in top condition.

Colorado Pacific Railroad (N scale layout)

Saturday 7 March was a very significant day in the history of this layout. On that day, the first sections of track were laid. Tracklaying is now progressing, but is being slowed by the need to use salvaged track from the previous layout.

Work is progressing at each General Club Activities meeting - come and give us a hand.

Simon Mead
Layout Manager

FROM THE EXHIBITION MANAGER

I have still had very little response to the request for layouts and I begin to wonder if you all really want an exhibition. I offered to take over the job from Alan Porter, who for a number of years did an admirable job and who knew all the 'ins and outs down to a T'. On the other hand, I am really going into this blind and I need the support and help of all members who wish to put together an exhibition.

To those of you who have already offered layouts, I will get to see them soon, but, to the rest, hurry up and let me know of your intentions.

You can ring me anytime on 344 3713 and if nobody's home, an answering machine will take a message and I will return your call as soon as possible.

Hope to hear from you all soon!

James Hidden
Exhibition Manager

PECO CODE 75 FB TRACK

Gus Durham draws our attention to the fact that Peco are going to introduce fine scale flat bottom Code 75 00/HO and EM flexi-track, with Streamline turnouts to match in the case of 00/HO. No further details are available as to the price or the launch date.

DID YOU KNOW?

The maximum number of steam locomotives in service with the WAGR was 453 in 1952. In fact, there had been over 400 locos in service during most of the years from 1905 to 1952.

CONVERSION KIT

Crownline Model Products have just released two new detailing/conversion kits. These are for converting the Hornby LNER B17 locomotive to the Thompson B2 and B1, respectively. (Only problem is that the B17 seems to have been discontinued by Hornby!) See the review on page 103 of the December 1986 issue of Scale Model Trains.

LIBRARY NOTES

Well, readers, I have returned from my 'holiday' in the Pilbara, but I suppose you all know that by now.

While I was away, my assistant, Harry Vosper, has been very busy cataloging books and new magazines, so much so that we have used up all the available space on the Library shelves. This predicament should be resolved by the time the Annual General Meeting comes around. The building of a set of additional shelves (to go between the present ones) is being undertaken by Alan Porter, who is at present very busy also renovating a PMG telephone box for ARHS, 'running a house' (I think it is running me - Ed.), trips to Fremantle Hospital to see his wife and, to top it all off, producing this issue of The Branchline that you are now reading.

Since last writing, I have added another library to my 'library tally' where I am either Head Librarian or 1st Assistant Librarian - this new one is Castledare Miniature Railways of WA - although at the time of writing I haven't done much yet. Maybe after the next AGM at Castledare I should have a key to get into the Clubroom building.

While I was at Cape Lambert, I sent down to Perth some copies of the plans of the 'Rebuilt New' locomotives for Robe River Iron Associates, the company I was working for. At the time of sending these to Perth, the colour scheme had not been decided upon - the colour scheme finally selected was a yellow background with black lettering and red and black diagonal stripes. Around the numbers, a white rectangle was painted to represent a 'brass' loco plate. I will be showing some slides of these two locos at the next slide night. The plans of these locos and other such items are available for borrowing from the Branch Library - just consult your friendly neighbourhood librarians!

SCALE WHEELS FOR LIMA DIESEL LOCOS

If you have been reading in the English magazines about the fitting of 'Ultrascale' fine scale wheels to Lima locos and you are interested in seeing them, please check with me, as I have a Lima NSWGR 44 Class diesel fitted with them. They certainly improve the look of the loco, but, as yet, I have been unable to check the hauling capability of the loco without the traction tyres which were originally fitted. Unfortunately, I missed the last 'Bring and Show' to show everyone this item.

Gus Durham

DERAILMENTS AT 'CAPE HORN'

No, not Jon Sanders falling over the rail of his yacht as he passed the southern most point of South America, but two derailments of WAGR locos in the Darlington area, one in 1889 and one in 1927. 'Cape Horn' was a spot on the old Eastern Railway line between Midland Junction and Darlington (i.e. the line that was displaced by the later one through National Park) where a very sharp curve traversing a spur of hillside also had a grade of 1 in 30. It was at 25 m 40 ch from Fremantle, or just a bit downhill from Darlington Station. The cutting in which 'Cape Horn' was located still exists today. So does loco C1 which was involved in the 1889 crash - it is 'Katie', now at the Rail Transport Museum.

FROM THE MOUNT NEWMAN CHRONICLE

Three return trips to the moon or 56 times around the world. That's the equivalent distance travelled by Locomotive No 58 and 11 return lunar trips could be claimed by the Company's entire fleet of 53 Alco locos, which have travelled a total of almost 86 million kilometres.

Loco No 58 is the most travelled with over 2.24 million kilometres on its clock. In 1984, it was claimed to be the first heavy haul loco in Australia to pass two million kilometres. It will shortly join five other locos in Perth for a rebuild.

Other locos to exceed two million kilometres are Nos 52, 53, 56, 62 and 63 - all the earlier C Class Alco engines. These have travelled more than twice the distance of some of the younger locos, five of which have still to pass the one million kilometre mark.

The original size Alcos (Nos 52 - 56) started work in 1968 and the last three (Nos 02 - 05) joined the fleet nine years later.

Loco No 56 (currently in Perth for a rebuild) is to be renumbered and named - 5506 'Mt Whaleback' at a ceremony in Perth prior to its road journey back to the Pilbara. Five other locos will be named on completion of their rebuilding. The names will be 'Ethel Creek', 'Fortescue', 'Chichester', 'Newman' and 'Port Hedland', all names associated with the Company's area of operation.

The rebuilding will make these virtually new locos, easily distinguishable from the earlier models: they will have a flat front end in place of the short hood noses, be more powerful and about 10% more fuel efficient. The crews will benefit from less noise in the cabs as well.

The locomotives make the journey from the Pilbara to Perth and back, by road, on specially designed and built low-loaders - these have to be seen to be believed.

HAVE YOU SEEN ?Locomotives Illustrated

No 50: The Great Western Railway double-framed 4-4-0s - a brief potted history, with a summary of numbers, names and dates of the 'Duke', 'Bulldog', 'Armstrong', 'Badminton', 'Atbara', 'Flower', 'City', 'Earl' (or 'Dukedog') and the '3521' classes, with masses of photographs.

No 51: The Scottish 4-6-0s - a brief history of the 154 locomotives (of 15 classes) of the Highland, Glasgow and South Western and Caledonian Railways, many of which passed into LMS ownership. (Did you know that the other Scottish railways, the North British and the Great North of Scotland did not get beyond 4-4-0s?)

Steam Days

No 4 January-March: A week in the life of 'Leander' at Bristol Barrow Road MPD in 1959. Photo feature of the Western in the Midlands. Details of a visit to Derby Works in January 1948, listing all the locos seen in the Works Yards and the Erecting and Paint Shops. A 'Merchant Navy' performance from 'West Country' class 'Camelford'. Photo feature of locos and the snow. Journeys on the 'Lakes Express'. The final years of steam in the North-East.

Railway Modeller

February: Railway of the Month looks at Stafford - a large junction station on the ex LNWR, ex LMS, BR West Coast main line, modelled by Harry Howell in Sydney (Harry is one of the 'live wires' in the British Railway Modellers of Australia outfit - see Alan Porter if you want more details). Converting the Mainline (ex Airfix) model of the GWR 61xx 2-6-2T 31xx. 4 mm coachbuilding using etched sides on a proprietary base. Preparation for an exhibition - this is required reading for anyone contemplating exhibiting a layout at a model railway exhibition. 'Moretonhampstead', a model of a South Devon terminus of the GWR. 'Aldermaston' continued from the January issue. Building a 4 mm scale model of the Bate Hall Hotel, Macclesfield - a superb model with roofs going in all directions! Building up a GEM kit of 'Maude', an LNER J36, on a scratchbuilt chassis. 'Bretton Priory', an OO scale layout with an interesting layout in a 12' x 6'6" room. 'Westoke Spa', an OO layout based on BR (WR) during the diesel hydraulic era. 'Upton', an N scale layout stored under the bed. Model buses for your Layout (getting them RIGHT). 'Penicuik', a compact OO layout built in Bahrain and depicting the LMS era. The Westhaven Railway, a very extensive OO layout based on the GWR and having 142 locos on the roster! Plans, photographs and details of the LYR/LMS 4-6-0 'Dreadnoughts'. Ideas for a model (in either OO or N) of two stations on the Kent Coast line. Modelling the Southern Part 7c - nameboards, notices and station furniture. Plans and photographs of a Drewry railcar used on the Country Donegal Railway.

March: 'Ravens Park', an N scale layout set in an urban setting in a cutting and with a working tramway. Making semaphore signals in 4 mm scale work. Semi-scratchbuilding a Midland Railway six-track diagrams for them all. A simple turntable release, based on the unusual prototype at Bembridge, I of W Compensating Hornby diesel power bogies. Building a 3½" gauge model of an LMS 2-6-0 'Crab' using Hornby 'Rocket' spares. A computer assisted shunting puzzle - the computer tells you what train make up is required, you do the work! Modelling techniques for mountains - covers cliffs, outcrops, water areas, ground cover, vegetation, foliage, back-scenes (lots of good hints here). 'Bovey Tracey' an OO layout based in the West Country. Plans and photograph of 'Invincible', an RAE 0-4-OT. Checklist for an Exhibition Manager when planning a model railway exhibition. Part 2 of 'Bretton Priory'. Plans and photographs of the LBSCR 0-4-2 'Gladstone'. Modelling the Southern, Part 8a, Signals. Considering making a model of Kensington Olympia.

Modern Railways

January: Why has the proposed Class 38 been 'side-lined'? Refurbishing of the Class 86s. Close look at the West Coast Main Line. New role for Swiss TEE units. Goodbye to the 'Kremlin'. The designing of Network South East. The clock goes full circle, with 100 new wagons privately funded; are locomotives next? (Yes, the Class 59s are owned by Foster Yeomans, but operated by BR - Nonny). Composite conductor rails for third rail electrification. Germany's ICE does 204 mph (that's over 300 kph) - just think, Bunbury in 30 minutes!!

Your Model Railway

February: Calculating layouts - a set of basic tables of measurements and clearances involved when planning a layout (this article is required reading for all about to start planning their layout - it answers most of the questions asked at the 'Tracklaying' presentation at the Clubrooms on 2 February). Scratchbuilding three thatched cottages, an impressive method of thatching is used. Building the Highfields Models kit of an NER Road Van. 'Camera and Comment' looks at Hitchin and Stevenage. Building a compensated steam locomotive chassis in OO scale - you don't have to be into EM or S4 to use compensation! Review of the Graham Farish N scale model of the BR Class 40 diesels and a brief history of the class. Building a model of a Col Stephens petrol engined railcar (the Salehurst Bumper) using Plasticard. Kalenborn, a West German station offering modelling possibilities. Scratchbuilding a Caledonian Railway 4-6-2T. 'Dartmouth', a fine scale OO layout based on GWR practice and Dartmouth as it might have been - a layout built and exhibited by the Canberra contingent of the BRMA. Converting Dapol locomotives to use Zero 1. Scratchbuilding the buildings for 'Black Santon' (colour photos showing quality modelling). Report on the Gauge 0 Guild Convention and the latest O scale products available.

March: Simple interlocking in the model, a practical solution. Description of how J A Webb built his Gold Medal winning model of a Midland Railway steam rail-motor. An N scale layout designed for continuous running. A country railway or how one man got hooked on steam outdoors. Building the compensated OO chassis which was prepared and marked out in the February issue. 'Sidlecombe', an OO 4 mm layout. Detailing the Airfix/Dapol Class 31 diesel loco. Construction of the Langley Miniature Models kit of the NER auto coach. Signalling on the London Underground, Part 2. Trees and hedges for 'Black Santon'. 'Camera and Comment' looks at Guildford (Surrey). 'Goods Arrival' describes a novel device for holding and driving home small screws - available from Germany (perhaps one of our local retailers might consider importing this). Also, a new Lima traction tyre said to give better grip, longer life and not hardening with age. Part numbers are given.

Railway World

November: Story on 'Mallard', its record breaking run and its return to steam. Potted history of the 'Golden Arrow'. Story of the way in which steam traction is superior to diesel in East Africa. Collecting railway memorabilia. Story of the LMS School of Transport. The decline and fall of the Great Central main line. The changing scene at Wadebridge in Cornwall. Use of radio to control operations in the Highlands.

December: Footplating an A4. Recovery of two Neilson 0-4-OST locos which sank when being taken to America in 1857. 20 years of the Dart Valley Railway. The Bedford to Bletchley line. East German narrow gauge. The great Mail Train crash at Grantham in 1906.

January: The GNR Nottingham to Derby line. Great Western power signalling, Part 2 (Part 1 was in the September issue). The North Yorkshire Pullman today. Performance of the Class 56, 58 and 59 heavy freight diesels. Four colour photos from the Colour Rail range. The

Giesl ejector and its application to 'City of Wells'. Article by David Gillies describing the last steam hauled 'Australind' and its run into the old Bunbury station.

Practical Model Railways

January: (continued from the last issue); Working ground signals in 4 mm scale. Modelling the trams of Ilford using BEC and Hadfields kits. Converting and detailing a Hornby model of the SR 'King Arthur' Class 4-6-0. Rebuilding the Lima 7 mm scale model of the LMS 4F 0-6-0. Wagons of the Lee Moor Tramway (Cornwall) - plans and details.

February: Making an AEC Matador truck from a Coopercraft AEC Monarch truck kit. Description of an exhibition layout featuring an extensive diesel loco depot. Making walls and fences - brick, flint, wood, split chestnut, barbed wire, chain link, stone, wattle and iron paling fences and stone cappings for walls. GWR slip coaches - facts and modelling possibilities based on eight different kits. Two articles on the pioneer BR main line diesels (ex LMS and ex SR) Nos 10000, 10001, 10201-3, one of photos and the other on how to model these early diesels using the Q-kits. Extensive article on modelling a freelance Guards Van for a narrow gauge garden railway. Making up the Jidenco kit for an M & GNJR 4-4-0.

Australian Model Railway Magazine

February: The 'Missouri Valley', an HO layout which has evolved through several phases in its exhibition life. Kit bashing continental building kits to suit Australia. Enhancing the TRAX models of the NSWGR FS and BS coaches. Mathematical study of behaviour of rolling stock on curves (which proves that transition curves are a MUST!). Modifying the TRAX model of the NSWGR MHG guards van. Colour feature of the VR F class diesels (very similar to the BR Class 08). Carrying steel products, strip, girders, rolled wire, etc - includes colour photos to help get the rust just right. Modelling a small wooden signal box (Loftus Junction, NSW) using balsa and odds and ends - this sort of signal box can fit into almost any scene. Two good articles on 'Kia Ora', the preserved Baldwin 0-4-OST at the ARHS Rail Transport Museum at Bassendean, one by Adrian Gunsburg on its history and the other by Graham Watson, describing how he modified a Dapol 'Pug' into a very passable Sn3½ scale model of 'Kia Ora'.

Model Railway Constructor

January: More information on the NER low-roofed coaches (see April 1986 issue). Review of the Graham Farish N scale J94 'Austerity' 0-6-OST. Building the NBR signal box at Dysart on the Edinburgh - Aberdeen line. Details of the Hudswell-Clarke 204 hp 0-6-0 BR diesel mechanical shunters (Class 2/12) and of Stroudley's four-wheel carriages for the LBSCR - photos, plans and facts. Review of the Aster live steam locomotives - they're quite something! 'The Crystal River Railroad', an American style N scale layout. Making a GWR 2721 Class 0-6-OPT, using a Hornby 2721 body, a Hornby 'Super Strong Pulling Power' chassis and Crownline detailing parts. The 'Black Dog' project - starting on the scenery. Photo study of the station at Wells-next-the-Sea.

Steam Railway

October: Summer Saturdays at Swanage in the 1950s and in the 1980s. Feature on 'Blue Peter', last of the Peppercorn A2s. Feature article on the Llangollan Railway today. Memories of the Great Central.

November: Discovery of two Ivatt GNR boilers at a factory in Essex. More of 'Blue Peter' and the planned restoration to steam. More memories of the Great Central and Woodford MPD. The Brecon Mountain Railway today.

December: Beaut colour picture on cover of an N2 broadside on, useful for LNER modellers. The Somerset and Dorset 20 years after closure. Why BR rejected the GWR ATC system. Study of Don Breckon and his paintings. Bashing the Cavan and Leitrim Railway in Ireland in the 1950s by bicycle. Planning the Severn Valley Railway's Enthusiasts' Weekend.

January: Drumochter, Britain's highest main line summit. Story of the runaway 'Jinty' on the Somerset and Dorset which demolished the signal box at Midford. More on the S & D as it remains today. Colour feature of the return of No 71000 'Duke of Gloucester' to steam, after 12+ years of restoration, following many years at Barry scrap yard.

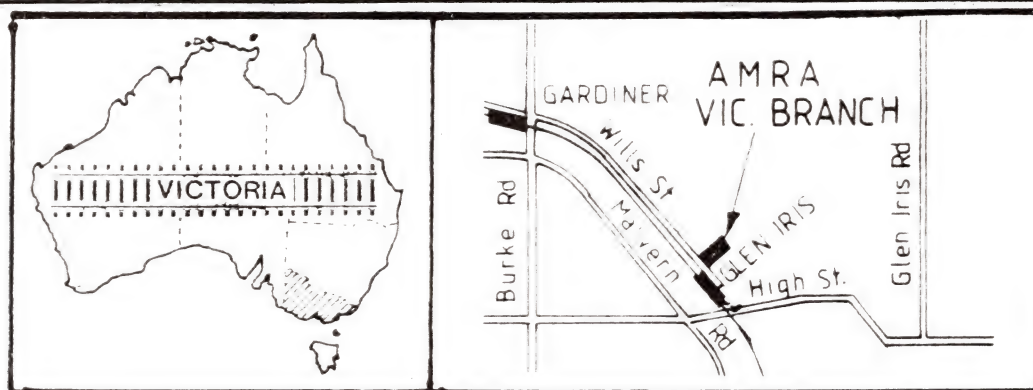
Railway Magazine

January: Listing of all surviving Pullman cars in Britain (102 in all). A working holiday on the West Somerset Railway. How to visit every terminus station in London in one day, using only BR and the Underground. New Generation diesel railcars in Scotland. The Railway Heritage Trust and what it does.

Scale Model Trains

November: 'The N gauge experience' - a review of experience with N scale over the years. Relocation of 'Little Switch' (see SMT, April 1986) to an urban location - a 'Timesaver' concept in the American style. Modelling a Southern Region Bo-Bo electric loco in HO, using an SBB (Swiss) Re4/4 chassis (by Lima) and a scratchbuilt body. Progress report on a French style 'container' layout (see SMT, November 1985), now named 'Villers-Aubigny'. Details of the BR Class 37/3 locos used for coal haulage to steel mills. Building an O scale 0-6-OT loco with Manning-Wardle characteristics for £15.00.

December: Making authentic Private Owner wagons from the ready-to-run market, especially Hornby (and before that, Tri-ang and Trackmaster), Graham Farish OO and Trix, mounted on the Airfix/Dapol chassis from the 16T mineral wagon (suggested by the author of these reviews as 'required reading' for Nonny. Well, I've got news for him! Been there, done that, and now using the Peco 9' wheelbase underframe kit, which gives a superb looking and running wagon - Nonny). Converting the Lima Class 73 electro-diesel loco model to an early 73/0 variant, using the Chawplan conversion kit. 'Loco Focus' article on the GWR 'Saints', followed by an article on converting and detailing the Hornby model. The inside story of the development of the Marklin range of model railways. Building the Haywood etched brass kit of a Midland Railway calf wagon. Making a modern electric signal box from bits from the spares box and some of the Wills Scenic items.



PRESIDENT'S PIECE

As I commence to write this item in early April, we in Melbourne were still enjoying a delightful Autumn. However, by the time you get this copy of Journal, I'm quite sure that the grey days of Winter will be with us.

The 1987 Exhibition at Camberwell is now history, and while the result financially is consistent with the previous year, it does cause some concern. Attendance figures were down slightly on last year and this is a worry. It takes a lot of effort and dollars to put on an exhibition such as Camberwell, and without our band of volunteers who help, year after year, by giving their time, then I'm afraid that it would not happen. On behalf of the Exhibition Committee and the Committee of Management I thank you all sincerely.

It was particularly pleasing to see the NSWGR layout of Crafton at this year's Exhibition, and talk to the owner, Rodney James. Rodney is also the driving force behind Rails North. I'm afraid I spent more time looking and taking photos of Crafton than I should have. The other big layout was Woodend by Graeme Brown, and for those oldies (I guess I now fit into this category) that saw steam in action on the VR, this layout really brought back memories. For those who like the modern image with colourful engines and rolling stock, the layout by the Melbourne Model Railway Society was the one to see. When it comes to the amount of detail that can be compressed into a small area, then the narrow gauge layouts from The Croydon Group and Tony Walsham would be hard to beat. Some of the humorous items on the Croydon layout were four kangaroos enjoying a picnic, the koala sitting in a tree, the cockatoo perched on a memorial statue and the little man furiously pumping petrol into a car from one of those old manual bowsters (the gravity feed type).

I was pleased to meet and talk to Joe Callipari from Casula Hobbies. I was also pleased to renew acquaintances with Bob Gallagher and to meet for the first time Es Davies, another long time contributor to the Australian Model Railway Magazine.

With the popularity of the running days, particularly the last Sunday of each month, Bob Marsden has volunteered to run an extra running day specifically for the juniors. This will be held on the first Saturday of each month, and only during the football season. That other part of the year is the cricket season and Bob's Saturdays are taken up with umpiring, so model railways have to take a back seat.

Still on the subject of model railways, it is encouraging to report that the AW/BW cars from BGM are selling well. I believe something like 700 kits were ordered prior to the release date. By the way, Frank, when are you bringing out the Z van? I was very interested in the article in Journal 176 by Alan Porter on the Lledo single

decker bus. They have a strong resemblance to the AECs that the Melbourne and Metropolitan Tramways Board used to operate. Does anyone know if they are available in Melbourne?

I would ask all members to keep in mind the next Working Bee (14 June). Replacement of the cistern in the upstairs men's is a high priority; other jobs will be advised at the June meeting.

Just to finish off this piece, I would like to include an item on the V/Line loco fleet profile up to 1991. As can be seen, a further four G class and five N class are to be obtained by that date. In addition, the C and X class are to be modified; this will include the fitting of air conditioning (soon to get under way). This will give the locos wider availability, including operating interstate. The profile also shows three B class operating in 1990, but I wouldn't put any money on it!

<u>LOCO CLASS</u>	<u>30/6/87</u>	<u>30/6/88</u>	<u>30/6/89</u>	<u>30/6/90</u>	<u>30/6/91</u>
A	11	11	11	11	11
B	8	6	5	3	3
C	10	10	10	10	10
G	15	23	30	30	30
H	5	5	5	5	5
N	25	25	25	30	30
P	13	13	13	13	13
S	15	12	7	5	5
T	66	66	56	55	55
X	24	24	24	24	24
Y	70	60	50	45	45

Note that by the end of June 1987, all the E class and L class electric and the remaining F class diesel electric and W class diesel hydraulic locos will be withdrawn for scrapping.

Further to Journal 177, it would appear that the DL class ordered by Australian National will not be similar to the AL/BL/G/81 class locomotives. The model designation (GT42C) indicates a hood type body with a full width cab, such as the Westrail L class and the V/Line C class. It also appears that the class will be fitted with a turbocharged 710 cubic inch 12-cylinder engine instead of a turbocharged 645 cubic inch 16-cylinder engine currently used in the abovementioned classes of locomotives. Indications are that the loco will be a first generation unit and not second generation as it will not be fitted with Super Series equipment. The locos are to be built as SG only, so contrary to Journal 177, we could be seeing the 600, 700 and more of the 930 class locos into Victoria.

Geoff Brown

LIBRARY NEWS

The third of the Victorian Model Railway Society's fine facsimile reproductions of the VR Rolling Stock Diagrams and Particulars books

covers the period 1936-1961, which saw the spread of diesel and electrical power, but especially of the hybrid, the diesel-electric railcar, whose history is told in the introduction to the volume. It is also pointed out just how few new rolling stock designs appeared in the years immediately after the war, the massive re-equipment that went on being based largely on existing designs. A fine volume, probably useful to even more scratch or kit builders than its older siblings, as closer to the present day.

A pleasant gift from Gordon Fox is a Rule Book of the London and North Eastern Railway, 1933. The full title is itself a delight: Rules for the Observance by Employees, and it opens with a wonderfully florid resolution of the Board of Directors ending with 'and that all former Rules which are inconsistent therewith or are made obsolete thereby be and are hereby cancelled'. Wow! They don't make Rules like that these days. Knowing virtually nothing of the relations between the Companies in 1933 (except that it seems somehow appropriate always to spell the word with a capital C), I'm intrigued by added paragraphs here and there: "Great Western Company's addition (to Rule 78)" or "London Midland and Scottish Company's amendment to second paragraph of clause (c) (of Rule 55)". I assume they apply when running over other Companies' rails, but I'd be happy to have that confirmed.

The first title published by the incredibly prolific Railmac was Silverton Tramway Locomotives, now well out of print. They apparently have thoughts of a revised edition, but meanwhile have gone back to a souvenir booklet produced for employees and guests to mark the last Silverton train. I refuse to call it a tram.

This booklet has in large part been reproduced as Silverton: End of the Line. It is a brief history of the Tramway, supplemented by some later photographs and a brief valedictory comment, drawing attention to the Sulphide Street Station Museum.

This short line with the big big locomotives played a key role in Australian railway development. It's nice to see it recognised.

My nostalgia shows, of course, in my carping, but it would have been nice (and possibly cheaper to produce) if the original booklet had been produced in facsimile, even if in the present covers, which fit their house style, and I like that.

Brian Southwell
Librarian

GENERAL NEWS

Well, the Annual Exhibition has been and gone for another year. I felt that the standard of exhibits was the best for a number of years, even if the attendances were down on last year. A fuller report appears elsewhere.

March meeting fell on the Thursday after the Exhibition and was a 'Show and Tell' session. Roger Lloyd showed one of the control panels constructed for the Club layout, and his message is - plan out your panel before you start work on it, be neat and cable your wiring. Make sure, especially if the panel is a lift-up type, that there is some slack in the cable to allow for movement without damage to the wiring.

The remainder of the session was devoted to an inspection of the progress so far on the Kyneton layout. The framework has been set up in the workroom and members were able to look at the general layout. Jack Treseder was the spokesman for the constructing team.

Competition Results

Photographic Competition

Subject - Street Railway (Tram)

Slide Greg Attrill 90 points
(San Francisco Cable Car)

Modelling Competition - Open Categories

Scratchbuilt Rolling Stock

Arthur Brook VR horse box 97 points

Modified Kit

Peter England GWR City Class 76 points

April meeting was occupied by a demonstration of timetable operating on the Club layout by members of the first Sunday operating group. Seems to me that a railway is not complete without its timetable.

Competition Results

Photographic Competition - Station Buildings

Slide Greg Attrill 70 points

Modelling Competition - Australian Produced Kit

David Brown SMR BCH wagon 90 points

Fyffe Thorpe presented to the Branch, on behalf of an anonymous donor, a group of 0 gauge models of Australian prototype (NSWGR and VR) built about 60 years ago. Fyffe was requested to convey the thanks of the Branch to the donor.

Jack Treseder advised that the date for the proposed trip to the Bellarine Peninsula Railway is Sunday 25 October 1987. Suggested procedure is car to Drysdale, train to Queenscliff for picnic lunch, then return train to Drysdale. Cost - \$6.

Work is proceeding on Kyneton layout. Much of the trackwork is laid and is ready for ballasting. An inspection visit to the prototype will have taken place by the time you read this, and, hopefully, those of us who are not familiar with the real thing will have a better appreciation of the project afterwards. I'm sure there will be some measuring done on site.

Apart from the interstate visitors to the Exhibition, there was one visitation from overseas during March. Gordon and Jule Laughman from Walnut Creek MRC unfortunately missed the Exhibition, but were able to visit the Clubrooms.

FACES AROUND THE BRANCH

Wally Stuchberry, who must have something of almost every scale ever produced, is seen here at Camberwell, March 1987. I wonder what that gleam is in his eye!

Photo by Frank Sheeran



PROGRAM**JUNE**

- 7 Sun Timetable Operation - Club (USA)
rolling stock - 1.30 pm
- 11 Thur Annual General Meeting - Election of
Committee of Management
Model - Kit a Australian Produced
b Other
Photo - Model loco and rolling stock
- 13 Sat Casserole Night at Clubrooms - 7 pm
- 14 Sun Working Bee at Clubrooms - 10 am
- 20 Sat Layout Visits - from Clubrooms - 1 pm
- 28 Sun Running Day - your equipment - 1.30 pm

JULY

- 5 Sun Timetable Operation - Club (UK) rolling
stock - 1.30 pm
- 9 Thur General Meeting - Annual Auction
10% commission to Victorian Branch
Model - Open (standard categories)
Photo - Railway Scene at Night
- 26 Sun Running Day - your equipment - 1.30 pm

AUGUST

- 2 Sun Timetable Operation - Club (Aust)
rolling stock - 1.30 pm
- 13 Thur General Meeting - Loco Hauling
Drawbar Test 9, 16.5 or 32 mm track
Model - Kit a Australian Produced
b Other
Photo - Track Maintenance Vehicle(s)
- 16 Sun Working Bee at Clubrooms - 10 am
- 30 Sun Running Day - your equipment - 1.30 pm

VICTORIAN BRANCH EXHIBITION : 1987

The 1987 Exhibition at Camberwell has been and gone. I would like to thank the exhibitors who assisted in the presentation of the Exhibition. I would also like to thank Elizabeth Secker and her assistants for the excellent meals they served. Roger Lloyd did his usual excellent job with our printing requirements. Although our attendance was down, it was pleasing to see an increase in the number of interstate and country members who came to the Exhibition. Among the interstaters were - Ray Brownbill, Jack Eagles, Norm Read, Bob Gallagher, Chas and Harold Warren and John Speechley; many of them assisted with the staffing

requirements during the Exhibition. A little closer to home, Morrie McKinnon and Cedric Rolfe were also in attendance.

The following Awards were made:

- BEST PRIVATE LAYOUT
Crafton - Rodney James
- BEST SOCIETY OR GROUP DISPLAY
Melbourne Model Railway Society

- BEST COMMERCIAL DISPLAY
Fybren Models

- BEST DISPLAY BY PUBLIC VOTE
Croydon Narrow Gauge Group

Open Modelling Competition results were as follows:

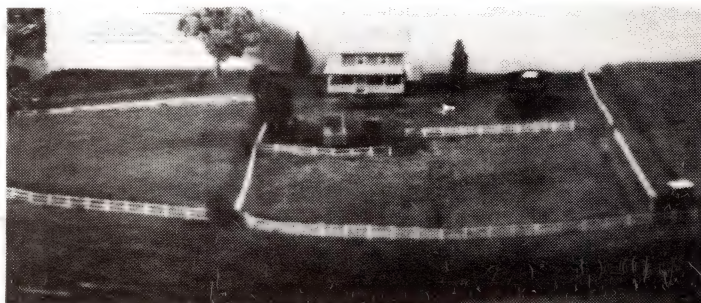
- WINNER OF AMRA CUP BEST MODEL
Ray Jazyna - VC CJ Cement Hopper
- BEST LOCOMOTIVE
Fraser Brown - VR Rowan Motor No 2
- BEST ROLLING STOCK
Passenger - Allan Curtis VR Harris Set
Freight - Ray Jazyna VR CJ Cement Hopper

- BEST LINESIDE STRUCTURE
Tony Kociuba - Al Pattern Interlocking
Apparatus

- BEST JUNIOR MODELLER
David Boswall - AN GM 35

- FYBREN AWARD - BEST AUSTRALIAN PRODUCED KIT
Tony Kociuba - Triple Doll Bracket Signal

Bob Edwards
Exhibition Manager



The wheatfield scene on the Corio MRC Modrail based layout - made from an old doormat.

Photo by David Brown

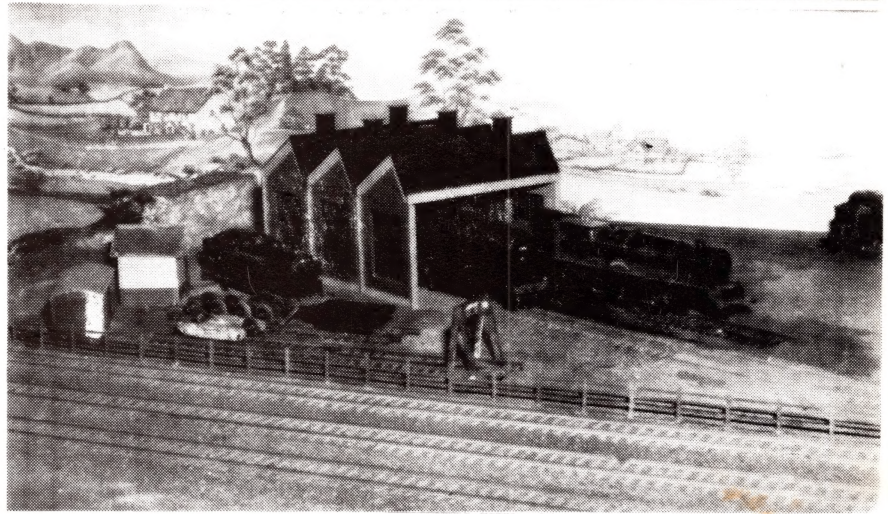
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A LITTLE OF CAMBERWELL : 1987

Text and Photos by Frank Sheeran

Master Westerman supervising Messrs Ebinger, England and Stockfield in the Victorian Branch Modrail pit at the March Camberwell Exhibition. This year they ran British for a change, and it would seem to be that time of the day when GWR fans pay their devotion. Why else would 'Uncle Peter' be facing Swindon, or, alas, where Swindon was?

Today's 'hi-tech' is tomorrow's nostalgia. Was it only yesterday that these pieces around the trunkated MPD on the Modrail layout were the desires of many a reader's heart?

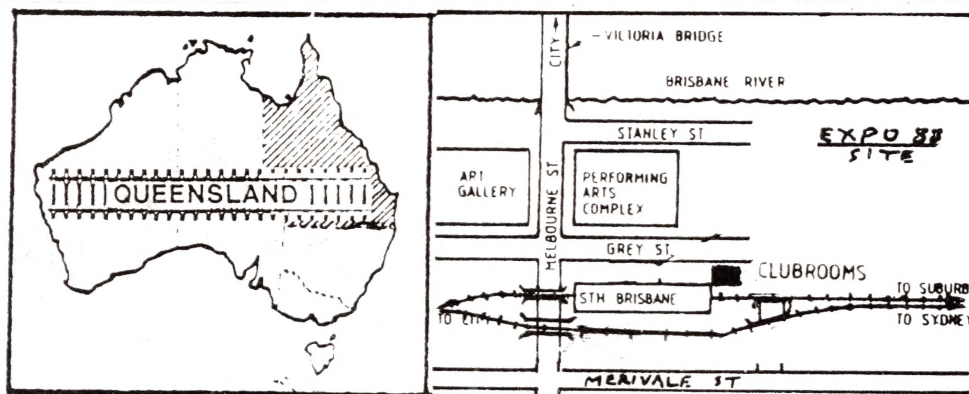


The Hornby Railway Collectors are far from being a bunch of dreary hoarders. Many have become renaissance modellers who fit new and interesting bodies to old underframes otherwise destined for the junk box. One 15 van train on their layout owed much of its origin to litho-printed product containers from the local supermarket shelves. Maybe this is an idea for the 1:1 conservationists. Does it really matter if the prototype livery never ran in bygone days so long as the vehicle is preserved? Maybe some corporations could be persuaded to pay for the purchase, restoration and painting of old VR vans in their corporate liveries.

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1720 loco on the Monto Range stopping to cool down brakes and recharge air.





PRESIDENT'S PIECE

To commence my President's Piece this issue, I have to report that Jim Bilby, our Vice-President, and Marie Hill, one of our Librarians, have both found it necessary to resign their positions within the Club. I would like to take this opportunity to thank them both for their contributions to the Club.

Geoff Perkins will be our new Vice-President, while Jim Fainges will take Geoff's place as Committeeman. The position of Librarian will be filled as soon as possible.

As you read this, the Queensland Branch will be in possession of the new Clubrooms. At times the renovations have slowed right down, but over the last few weeks the builders have done themselves proud, both with the amount and quality of work that they have achieved. I have made it a point of visiting the new rooms at least once a week, and, on one occasion, the builders were replacing individual bricks on the outside walls of the building. When all the renovations of the station complex at South Brisbane have been completed, almost \$1½ million will have been spent with perhaps \$100 000 spent on the building we are to occupy.

I think everyone coming to the new Clubrooms will be pleasantly surprised, and I feel we members owe Cec Wall a vote of thanks for the work he has done in liaising with the Railways, Railway Commissioner, and the Railway's Engineer Jeff Turner. Also, our gratitude for the helpfulness they have shown towards us.

The Model Railway Exhibition, which was held over the May Day weekend, was once again a tremendous success. The number of visitors was up on last year and I believe the standard of the exhibits was as high, if not higher, than previous years. But it is important to remember that the exhibitions cannot be held without the help of the Association's members, wives, children and friends, who freely give of their time to help make the exhibition a success, and to all those people who gave of their time, I, on behalf of the Committee of Management, would like to offer our sincere thanks and gratitude, especially to the ladies who worked so hard for us in the canteen for a job well done.

My friends, not too long ago, I believe Cec Wall said at a meeting that it is very easy to remember and dwell on the shortcomings in a club, but that it is also easier to forget the good things. There are many good things about our Club; the Exhibition is indeed one of them, and it is a time when everyone strives to make the Exhibition a success. It is also a time when the comradery shown by members to other members and exhibitors has to be seen to be believed, and I strongly believe that if we can transfer some of that comradery and sense of purpose to the Clubrooms, we can only hope to bond the friendship that exists in a Club like ours. We will

probably continue to have disagreements, etc, from time to time, but that is unfortunately our human nature. I strongly ask you to put the low times behind you, remember the good times and the Club and its membership can only go from strength to strength.

Before signing off, I would like to take this opportunity to say to Jim Bilby, who is retiring in July, Jim, to you and Beryl, best wishes to you both for a long and happy retirement.

Bob Mawson

CLUBROOM ACTIVITIES

Saturday 14 March - Many helpers arrived to completely disassemble layout from Port Jesse to Suggits' Siding. John Hill and Don Warn soaked track and removed the ballast and glue. It was hard to control Don Warn with all that water around him. Several members ended up with a dampened effect around him.

Saturday 21 March - Heaps of people arrived to remove scenery from Woodsville to Wallsend and Colliery siding. Country members from down south included Ken Leitch, Alan Harland, Graham Whelan and Roger Kershaw. Everyone was seen to have a piece of the action in helping to dismantle the layout. Cec Wall brought in his trailer to take the rubbish to the dump which was greatly appreciated. Trains ceased to run at 2 pm and the demolition commenced. By 3 pm all had been cleaned away, and the trains were running on what was left of the layout. A great effort by all attending.

Since then - With the delay in the actual date available to shift, progress had slowed down on dismantling the layout, although the sorting out of books and miscellaneous items and arranging of storage of them has been undertaken.

With the firm date of May to shift now given, we will be in the new Clubrooms by the time the Journal is published, and all that will need to be done is to arrange all the mess into some semblance of order.

It is interesting the effect that the demolishing of the layout has had on different people. Cec was glad to rip out one troublesome section of the wiring mumbling something like "I've beaten it at last", while Arthur Hayes was enjoying ripping into the HOn3½ system saying, 'Now I'll be able to turn a train around at last', while John Hill had a big bucket of water in front of him which he reckons was not tears, as all the hard work on the scenery over many many months was reduced to rubble.

MEETING NOTES

5/3/87 COM - C Wall suggested that the shelving for the new library be deferred due to the unexpected alterations to the layout of the new Club-rooms.

Geoff Perkins reported that following his enquiries regarding the use of reinforcing tape on magazines, this method could not be recommended. Also, binding into blocks of 12 issues would cost \$30 per set. Further enquiries were being followed up.

Steve Malone reported that he was in receipt of a letter from S Suggit recommending the purchase of a live steam locomotive constructed by the late H Harley of the approximate value of \$2500 to \$3000. Subject to be discussed at next meeting.

John Lebandsft, a country member made enquiries on obtaining Club castings of H0n3½ mouldings. Geoff to follow this up.

Discussion of suggestion by Ken Edge-Williams on keeping a photo album of the Club activities and models, etc, in black and white and/or colour. Two members could be delegated to look after this project. To be discussed further as it would supply a good source of photo matter for Journal.

Concern was expressed on the lack of a suitable flexible petty cash system for the Club finances. A Hayes, J Bilby and N Johman to liaise on a suitable modern petty cash control system.

Approval to pay by cheque to QIW for the Club to make collecting of drinks, etc, easier to be arranged.

N Johnman concerned at the lack of attendance of some members and offered to prepare a questionnaire to be distributed at a suitable date to find if there was any reasons, and also to invite suggestions for improvements in the Club to make it more appealing for members to attend.

As the Masonic Hall at Nundah was for sale by tender, Bob Mawson suggested that the Club inquire about the hall and arrange for a Building Surveyor to inspect the hall and a report to be made back to the COM.

Several other matters discussed of a minor nature.

12/3/87 Monthly Meeting - Discussions on the purchase of the Nundah Masonic Hall regarding value, rentalability of the hall, condition and cost. Members agreed to let COM decide after the Building Surveyor's report was to hand.

Matters on the exhibition and arrangements for the setting and dismantling of the equipment.

17/3/87 COM - Report from Building Surveyor was presented from Pickering and Associates.

Repairs of \$25 000 were indicated to upgrade the structure to a good standard.

Unknown extent of dry rot, suspicion regarding the stucco on the outside of the building.

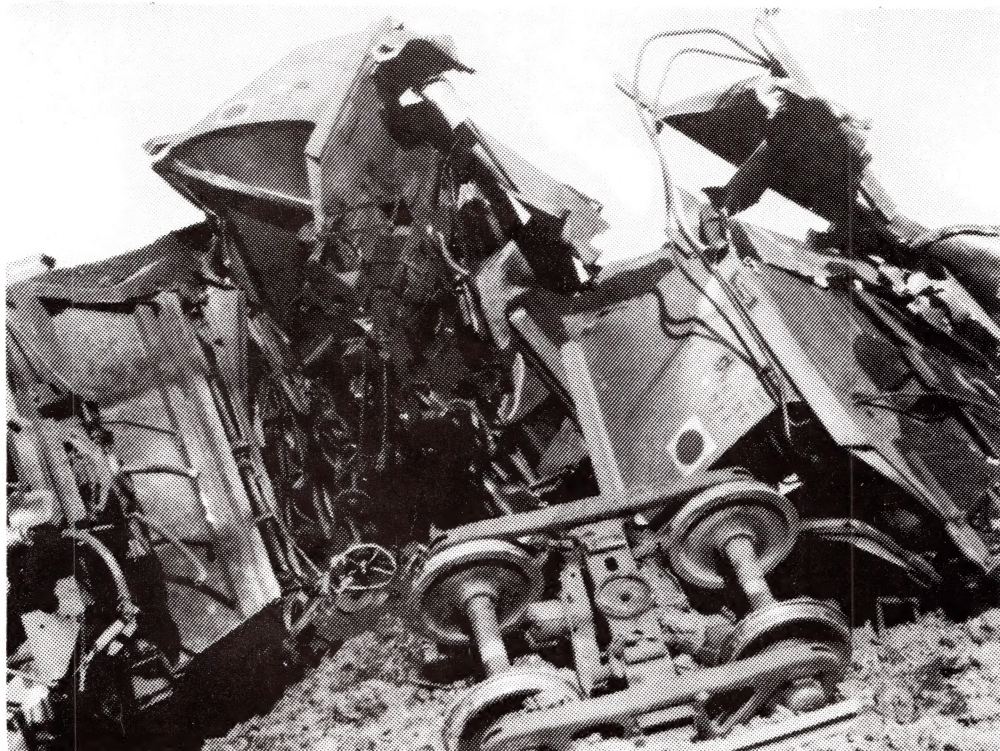
Also, Club can wait till a more suitable location of a building is available. Outlay for the hall beyond the financial ability of the Club.

As a result, it was decided not to proceed with the tender to purchase.

Most of the month of April was involved with the arranging of the Exhibition.

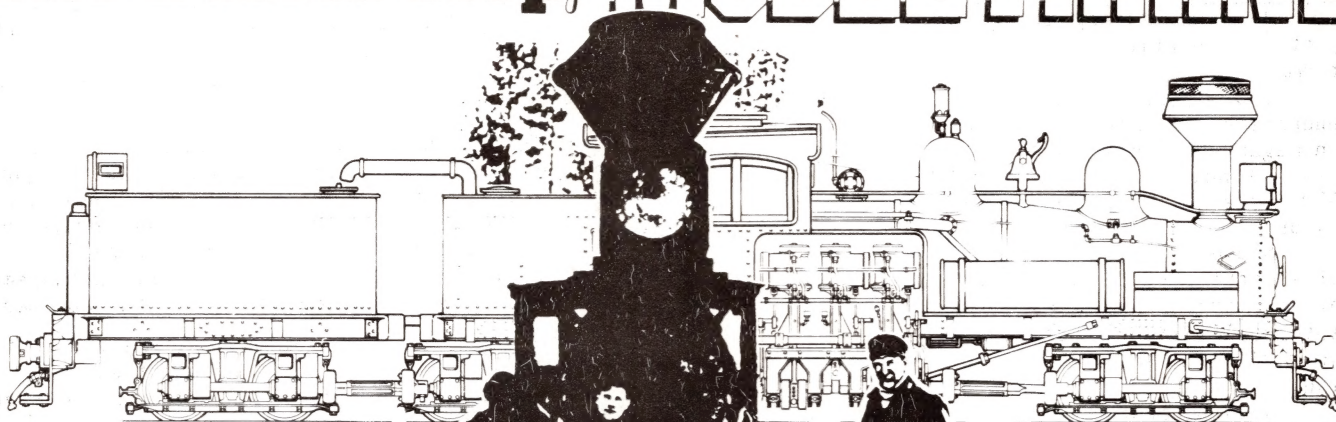
LATE NEWS

RAILCO of Brisbane has announced that there will be a release of an HO scale BB18½ steam engine in brass which will run in either 16.5 mm or 12 mm track. This is subject to there being 80 confirmed deposits of \$100 before 30 June 1987. They have had over 50 enquiries so far so it is now up to the modeller to put his money where his mouth is or the project will not go ahead.



And we thought Paul Scrivens knew how to have prangs. Scene at probably QR's most expensive accident when a Locotrol Coal train nearly a mile long shrunk to half the length.

The Buffer Stop *for* MODEL TRAINS



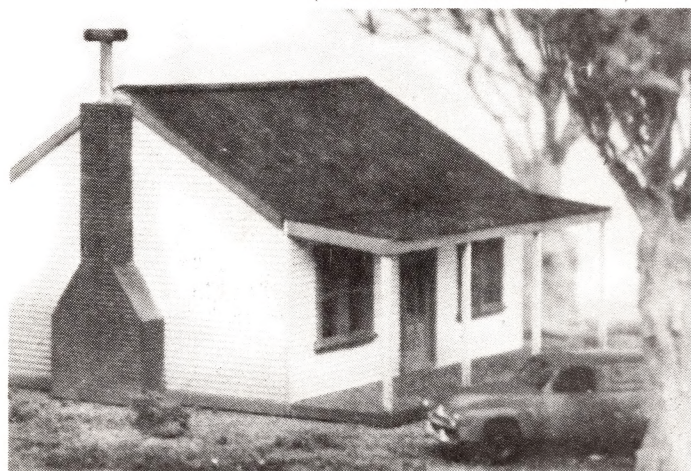
Shop hours are now—
 Monday 12.30pm—5.30pm
 Tuesday—Thursday 9am—5.30pm
 Friday 9am—9pm
 and Saturday 9am—12pm.

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NEW epoxy, wood and metal kit of a typical Australian Country House in H.O. scale. The photographs show the model in a near complete state. This kit will be in stock when you see this advertisement.



(Vehicles and trees not included)



To go with this fine kit the Buffer Stop has excellent supplies of rolling stock kits from Broad Gauge Bodies, Broad Gauge Models, Trax, AR kits, Camco, Mini Models and Trestle Hobbies in Australian Outline.

Broad Gauge Bodies latest decal sets in stock.

Lima models of Australian prototype diesels in ample supply.

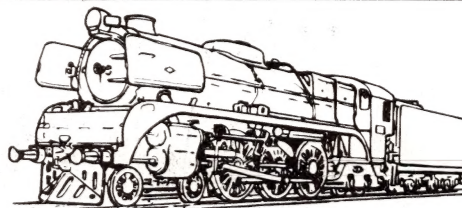
Good supplies of scenery materials, ground covers trees, the Sentinel kits of Australian Dummies, Clothes lines, Windmills etc.

New to Weico Models of Cars, Buses and Trams is the excellent model of GM's HR Holden this kit builds into a nice model try one soon.

Australian agents for Dynatrol Command Control System which is now on display in the shop.

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